

REQUEST FOR COUNCIL ACTION

SUBJECT: Transit Station Overlay District and City Center

SUMMARY: **Transit Station Overlay District and City Center;** Amending portions of Chapter 13 relating to the Transit Station Overlay District and City Center Districts regarding the location of parking lots, retail parking stalls, building setback, building orientation, fenestration, market analysis, and architectural review; Citywide applicability; Alan Regal, Psomas Engineering (applicant) [Nannette Larsen #TA20140005]

FISCAL IMPACT: No known impact.

STAFF RECOMMENDATION:

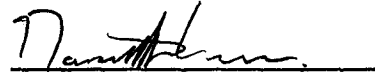
Staff recommends that the City Council accept the findings contained in the staff report and approve the proposed Text Amendments as recommended by the Planning Commission.

MOTION RECOMMENDED:

"I move to adopt the proposed revisions to city code regarding Transit Station Overlay Districts and the City Center Zoning Districts as recommended by the Planning Commission".

Roll Call vote required

Prepared by:



Nannette Larsen, Associate Planner

Reviewed by/Concur with:



Tom Burdett, Development Director

Recommended by:



Richard L. Davis, City Manager

Reviewed as to legal form:



Robert Thorup, Deputy City Attorney

I. BACKGROUND

The applicant, Psomas, is proposing to amend the City's zoning ordinance to allow for more flexible design and site standards for structures along arterial right-of-ways in the City Center zoning district. More specifically, representing the intents of CVS Pharmacies, Psomas is requesting minor text amendments to accommodate more traditional auto-oriented types of designs and configurations in areas adjacent to arterial and collector streets. The proposed text amendments will amend both the Transit Station Overlay District (TSOD) and the City Center (CC) Zoning District portions of the Code in Chapter 13.

City Center Zoning District (CC)

The City Council approved the City Center zone in 2006 with three separate zoning subdistricts within that designation. Those subdistricts are: City Center Core (CC-C), City Center Frame (CC-F), and City Center Residential (CC-R). During the original approval in 2006, the City Council also approved the intent of the zoning district, that being, "to develop a traditional downtown area, by redevelopment and restoring pedestrian scale buildings in the traditional downtown core (city center) of the city". Additionally, during this time the design standards of the district were also approved.

Transit Station Overlay District (TSOD)

The City Council adopted the Transit Station Overlay District (TSOD) as part of the Zoning Ordinance in September, 2005. In July, 2007 the City Council also amended the Transit Station area boundaries of the Future Land Use Map to match the specific TSOD Zoning Map boundaries.

II. GENERAL INFORMATION & ANALYSIS

The proposed amendments will affect the maximum building setback in the CC-F subdistrict, required building orientation within the CC-F subdistrict, fenestration requirements of the City Center and Transit Station area, location of parking stalls, maximum number of parking stalls allowed for retail, uses, and the requirements for a market analysis of the proposed development.

Additionally, the City has included an amendment pertaining to Design Review, reviewed as part of an applicant's petition.

Because the standards of the TSOD area and the CC Zoning District have similar principles, many of the amendments intersect one-another in design and layout criteria. Therefore, in order for the applicant to come to the desired outcome, many of the proposed amendments will cover the same intended purpose. The following includes the present sections of the Zoning ordinance the applicant is petitioning to change:

13.51.8.2.b

b. CC-F Subdistrict: Buildings shall be set back no more than twenty feet (20') from the back of the sidewalk. (Psomas is proposing to remove this requirement from the ordinance to allow for a principle building to be setback greater than 20' when the subject property is adjacent to two arterial streets.) Ostensibly this would allow for vehicular parking in front of a building.

13.5I.8.3.a

a. To reinforce pedestrian activity and enhance liveliness of the street, all buildings in the CC-C and CC-F subdistricts shall be oriented toward the adjacent interior streets and in no case oriented to a parking lot. (The prevention of orienting the entrance of a building to a parking lot in the Core and Frame subdistricts may be removed.)

13.5I.8.A.5.a

a. Seventy five percent (75%) of the front facade on the ground floor for buildings in the CC-C subdistrict, and fifty percent (50%) of the front facade on the ground floor for buildings in the CC-F subdistrict shall be transparent. Fenestration shall consist of true window and door openings allowing views into and out of the interior of the building, beginning at a point not more than three feet (3') above the level of the sidewalk, and no less than eight feet (8') above the sidewalk. False windows are not permitted in the city center zone. (The applicant is seeking to change this standard to allow for 60% of the front façade on the ground floor to include some type of fenestration. The requirement for fenestration transparency and height may also be removed. Additional fenestration allowances may also be included as part of the amended ordinance.)

13.5I.8.A.5.b

b. For each floor the length of façade –level fenestration shall be broken up by no more than a ten foot (10') length of a building wall. (This request would remove the fenestration requirement above the first floor.)

13.5I.9.A.1

1. Parking shall be located either to the side or to the rear of a building. Parking lots and parking garages shall not be located on corner lots at intersections. (The language of this section is being petitioned to be removed.)

13.5I.9.D.3

3. Retail, service and commercial uses located within the TSOD shall provide a maximum of three (3) parking spaces per one thousand (1,000) square feet of gross floor area. (This proposed amendment will expand the maximum number of parking stalls within a TSOD of retail uses to 3.75 and 4.5 parking spaces per 1,000 square feet within the Core and Frame Subdistricts respectively.)

13.5I.13.A.3

3. Market Analysis: An independent real estate market analysis of the proposed development shall be prepared, which takes into consideration the potential demand for the proposed residential and nonresidential uses within the proposed development area. (This section –under the proposed amendment–will remain, but will be limited to a site larger than two acres.)

13.5I.13.C

C. Architectural Review: All proposed development within the city center zone shall be reviewed by the design review committee. This committee shall have the right to evaluate the physical layout, architectural characteristics and amenities and may require changes or modifications in design to create compatibility and conformity in the variety of uses and structures within the development to ensure, protect and promote the health, safety and general welfare of the citizens of the city. A design review committee shall be comprised of one member from planning staff,

one member from the planning commission, at least two (2) members from the downtown revitalization committee and one citizen from the city who is familiar with the fields of architecture and general land use planning. (2001 Code § 89-3-1014; amd. 2009 Code; Ord. 10-09, 2-24-2010; Ord. 13-17, 4-24-2013) (The amendment to this section is a City initiated petition. The amendment would remove the membership criteria of the Design Review Committee.) **Per Section 2-10-2C** – The Design Review Committee shall review and make recommendations on development proposals and development plans in both the City Center zones and the Transit Station Overlay Districts.

13.6G.9

In order to encourage the use of public transit systems within transit oriented developments the minimum number of parking spaces in the TSOD is intentionally reduced. The use of shared parking areas and multilevel parking structures is also strongly encouraged within station community districts. Surface parking shall be minimized and located behind and/or to the side of main building structures except when such surface parking as described in the development plan is permitted within a given streetscape (on street parking). The parking requirements and restrictions set forth in this article shall supersede the requirements and regulations set forth in chapter 12 of this title. (This section would be amended to allow for parking to be located along the frontage of the site if it is adjacent to an intersection of two arterial streets.)

13.6G.9.A.2

2. A maximum of three (3) parking spaces per one thousand (1,000) square feet of office and retail space is permitted. (This amendment is similar to 13.5I.9.D.3. – expanding the maximum number of parking stalls within a TSOD of retail uses to 3.75 and 4.5 parking spaces per 1,000 square feet within the Core the Frame Subdistricts respectively.)

13.6G.9.A.6

6. A parking lot or garage may not be adjacent to or opposite a street intersection. No portion of a parking lot may front an arterial street without specific city council approval. (This amendment is similar to 13.5I.9.A.1 – to remove the parking lot or garage placement requirements.)

13.6G.9.C.1

1. All parking lots shall be located behind or on the side of buildings. Parking and maneuvering areas shall not be located between the primary entrance to a building and the abutting street, unless its purpose is to provide a direct life safety function. If parking is located on the side, screening and buffering shall be provided in accordance with this title. (This amendment is similar to 13.5I.9.A.1 - allowing an exception of properties located along two arterial streets or abutting an arterial street and a Pedestrian or Neighborhood Street.)

13.6G.11.B.6

6. The front facade of all principal buildings shall face onto the street and not be oriented toward a parking lot or parking structure. (This amendment is similar to 13.5I.8.3.a - the prevention to orient the entrance of a building to a parking lot in the Core and Frame subdistricts may be removed.)

13.6G.11.B.12.a

a. All nonresidential, street fronting and sidewalk level development shall provide fenestration at a minimum of seventy five percent (75%) of the length of the frontage of the building on street fronting sides, beginning at a point not more than three feet (3') above the sidewalk, for a height no less than eight feet (8') above the sidewalk. (This amendment is similar to 13.5I.8.A.5.a - pertaining to fenestration requirements in the City Center zones.)

13.6G.11.B.12.b

b. Fenestration for nonresidential uses shall allow views into the interior. Display windows shall not have permanently painted, treated, or reflective glass. (This amendment would remove the window and door transparency requirement. The standard for display windows will remain.)

13.6G.12

Except for single-family and two-family residences, all buildings shall face a public or private right of way and shall be set back as near the sidewalk edge with as minimal a setback as possible unless differently approved pursuant to a development plan. The setback of a building may be increased to a maximum of twenty feet (20') from a public or private right of way, if a courtyard, plaza, promenade, social event area or outdoor dining area is incorporated into the development's design. Parking lots, garages and drive lanes shall not be allowed between the right of way line of a public or private road (exclusive of alleys) and any building. This shall not include parking structures that are architecturally compatible with a master planned development.) (This amendment is similar to 13.5I.8.2.b - regarding setbacks greater than 20' from a right-of-way in the City Center zones.)

13.6G.17.B.2

2. An independent real estate market analysis of the proposed development, which takes into consideration the potential demand for the proposed nonresidential uses within the TSOD. (This amendment is similar to 13.5I.13.A.3 - limiting the analysis to sites larger than two acres.)

III. FINDINGS OF FACT

Section 13-7-D-7B, requires that prior to making a positive recommendation to the City Council for a Zoning Code text amendment, the Planning Commission shall make the following findings:

Criteria 1: *The proposed amendment conforms to the general plan and is consistent with the adopted goals, objectives and policies described therein;*

Discussion: Relevant goals and policies in the General Plan applicable to the proposed amendment are as follows:

Goals and Policies for the City Center and Neighborhood TSOD Center Land Use

Goal 1. EVALUATE AND UPDATE SECTIONS OF THE ZONING ORDINANCE AND MAP RELATING TO CITY CENTER AND NEIGHBORHOOD TSOD CENTER DEVELOPMENT.

Policy 2: Add language to the Zoning Ordinance that will establish more marketable and viable uses within the City Center or Neighborhood Center.

Staff agrees with the applicant in the wording of their own findings where they state: The CC-F zone, which underlies the TSOD at the intersection of Redwood Rd. and 7800 South, promotes auto-oriented retail, services, office, and restaurant uses. The intent is to also create an area where “uses are larger in scale, but remain mostly auto-oriented”. Larger retail, service, and auto-oriented businesses will require ample parking at arterial intersections to support the clientele they draw based on their location. Allowing for parking in front of buildings at arterial-to-arterial intersections will make these locations more accommodating (convenient) for businesses the City desires to have.

Goal 2. PROVIDE WELL DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT CITY CENTER AND NEIGHBORHOOD CENTER AREAS.

Policy 1: Development and implement standards and policies to promote and develop attractive City center and Neighborhood Center areas.

Implementation Measure:

1. City Center and Neighborhood Center development shall conform to the urban form and design standards included in this plan and within the West Jordan Planning Division’s Design Guidelines Manual.

Nothing requested as part of this amendment should negate or go against this goal, policy, and implementation measure.

Transit Oriented Development Goals and Policies

Goal 1.

Policy 3: Incorporate urban design features in Transit Oriented Developments that create a strong sense of place.

Implementation Measures:

1. All Transit Oriented Development must conform to the urban form and design standards included in this plan and within West Jordan Planning Division’s Design Guideline Manual.

Although the proposed text amendment to the City Center and Transit Station Overlay District alters site design standards of lots within these two districts, it remains consistent with the standards of the General Plan and the Planning Division’s Design Guidelines Manual.

The Design Guidelines Manual includes sections of each design aspect, and its benefits when integrated into a project. While the proposed ordinance amendments will not affect the Design Guidelines, it will alter the Zoning Ordinance’s capacity to ensure those guidelines are being adhered to. The relevant guidelines are as follows:

Massing and Scale (pg. 6)

The language applicable in the massing and scale section of the Design Guidelines states, *"The massing and scaling of all buildings should be appropriate to the area and its surroundings. Buildings should have appropriate setbacks and accentuate overhangs...Massing should be utilized to create a pedestrian environment in and around buildings"*.

The proposed amendment will affect sections 13.5I.8.2.b and 13.6G.12 of the Zoning Ordinance. The current ordinance requires that within the City Center Zoning District and the Transit Station Overlay District - a building may not be setback greater than 20' from the back of the sidewalk. The applicant is seeking to allow a setback greater than 20' when the site is located at the intersection of two arterial streets.

There is only one location in the City in which two arterial right-of-ways intersect which are also within the TSOD and City Center Districts, that is at the intersection of 7800 South and Redwood Road. This intersection is one of the most vehicular trafficked in the City. Arterial streets within the City have a width of approximately 126'. Because of the excessive widths of the arterial streets, specifically at an intersection, an increased setback will still fulfill the intent of the Massing and Scale section of the Design Guidelines Manual. An increase in such a setback will allow for the accommodation of vehicular parking between existing right-of-ways and new buildings abutting an arterial.

Building Placement (pg. 9)

"How a building is placed on a site has a powerful impact on how a development is perceived by its neighbors and on how well it "works" or functions for its residents."

Similar to the Massing and Scale section of the Development Guidelines Manual, building placement is also discussed as pivotal to a pedestrian scale development. As previously discussed the amendment would only include areas which abut an arterial intersection.

The only arterial intersection to be affected will be along 7800 South and Redwood Road. These two wide arterial right-of-ways separate the Core subdistrict from the Frame subdistrict. Due to the double arterial intersection, it has been found that an additional setback from the intersection may be more advantageous than in other areas of the City Center District and Transit Station Overlay District due to the unique position of the highly trafficked area. It is therefore, found the additional setback allowance meets the intent and is consistent with the Design Guidelines enacted by the City.

Fenestration (pg. 33)

"A buildings fenestration should allow an individual to see in and out of a store front."

Changing and removing some parts of the fenestration requirement in the CC and TSOD sections will still allow for visual access into a building at the pedestrian level, while creating requirements potential developments to feasibly meet. Decreasing the fenestration requirement on the front façade on the ground floor from 75% in both the CC-C and CC-F subdistrict to 60% in the CC-C subdistrict, 50% in the CC-F subdistrict, and 30% of any building which has a residential use will still meet the intent of the Design Guidelines Manual.

It is not anticipated these changes will adversely affect the pedestrian environment of the TSOD and CC districts, thereby, meeting the intent of the General Plan and Design Guidelines Manual.

Commercial Land Use Goals and Policies

Goal 2. PROVIDE ADEQUATE AND ACCESSIBLE COMMERCIAL AND BUSINESS SERVICES TO ALL RESIDENTS.

Policy 1. Continue to implement the policy of limiting commercial centers to "nodes" located at the intersections of major arterial streets or, in the case of neighborhood commercial centers, at designated locations within large planned residential communities.

Staff agrees with the applicant in the wording of their own findings where they state: Accessibility to businesses at an arterial to arterial intersection will be greater in vehicular traffic than pedestrian. Allowing for patrons of these businesses, which are typically auto-oriented, to have parking between the building and street to allow for greater access. Through proper design review and control, the City may still ensure that commercial centers are designed at a walkable, pedestrian scale.

Goal 3. PROVIDE WELL-DESIGNED, AESTHETICALLY PLEASING, AND EFFICIENT COMMERCIAL AREAS WITHIN THE CITY OF WEST JORDAN.

Policy 1. Improve the visual appearance of all commercial areas.

Implementation Measures

1. Maintain strong architectural controls and site planning standards for all commercial areas. These controls should allow for diversity in form while allowing commercial nodes to create a sense of place. Buildings should be designed to minimize a box-like appearance and be in conformance with the urban form and design guidelines within the City of West Jordan's *Design Guidelines Manual*.

7. Maintain and improve the appearance of commercial development through additional standards for landscaping along street frontages, within and around large parking lots, and in other buffer areas.

Staff agrees with the applicant in the wording of their own findings where they state: All architectural, site design, and landscaping requirements of the TSOD zone will continue to be implemented even where parking exists between a building and roadway. Open space amenities, increased landscaping, and the required architectural elements of the zone will maintain a consistent appearance through the zone and create a sense of place for patrons.

Policy 2. Coordinate commercial development with transportation planning.

Implementation Measures

1. Coordinate with City Engineering and UDOT to ensure that street levels of service will not be compromised as a result of proposed commercial development.
4. Regularly examine and update parking regulations to meet present and future needs.

Staff agrees with the applicant in the wording of their own findings where they state: Both 7800 South and Redwood Road are classified as primary arterial roads. These roadways are planned to serve as main thoroughfares through the City both now and in the future. Allowing for parking in front of these buildings should not compromise the intent of the Code as pedestrian traffic is minimal compared to vehicular traffic at such intersections. Walkability is at a minimum.

Finding: The proposed amendments will conform to the General Plan and will be consistent with the adopted goals, objectives and policies described therein.

Criteria 2: *The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to this title;*

Discussion:

Building Setback

The purpose of limiting the setbacks of a new structure is to promote the location of buildings as close as possible to the street, in an attempt encourage pedestrian friendly development. This in turn encourages areas with more efficiency of land and allows for a scale of walkability within a development. This walkability encourages transit ridership, thereby reducing vehicular traffic congestion of the area, ultimately encouraging economic vitality of a site.

For the majority of the Transit Station areas and City Center District, limiting the setback is beneficial to tenant and customers alike through: 1.) Increasing visibility to right-of-way areas; 2.) enticing potential customers to a site by creating more pedestrian friendly areas (walkability); and, 3.) contributing as a traffic calming measure.

The proposed amendment will allow for a greater building setback for properties which are adjacent to two intersecting arterial road-ways. As stated earlier in this report, the only arterial intersection within a TSOD or a CC District is the intersection located at 7800 South and Redwood Road. This intersection is one of the most heavily vehicular trafficked intersections in the City. A typical arterial right-of-way width is 126'. Outside of an intersection the width of 126' also includes two 10' park strips along either side of the arterial street. At an intersection however, the park strips are eliminated, thereby providing a 126' expanse of hardsurfacing.

Due to the existing width of the intersection of the two arterial streets requiring the building to comply with the maximum setbacks of a more pedestrian development will not exhibit any traffic calming measures. Nor will it create a pedestrian scale in a heavily vehicular trafficked area. Allowing for an increase in setbacks along the arterial intersection, a landscaping buffer can be better incorporated to alleviate the existing breadth of hardsurfacing. In most all cases the front sides of buildings that face arterial streets are rarely "pedestrian friendly" in scale and characteristics, and are also not considered "walkable".

Entry Way/ Building Orientation

The intent of the Zoning Ordinance in both the TSOD and CC Districts is to create an area which provides certain architectural detailing along facades visible to pedestrian traffic; this, to ensure a pedestrian oriented development within these districts.

The objective to the proposed language of adjusting the allowed orientation of the front façade and entry-way of a structure is to allow for an entry-way to face away from an arterial street. This, while also allowing architectural details to focus on an interior or pedestrian right-of-way, even if the front façade of the structure faces a small parking lot- the entry-way would be more visible to a pedestrian right-of-way. Allowing building orientation to be oriented toward a neighborhood or pedestrian street, again is central to a walkable community, while not requiring it to face an arterial street limits a car centric structure.

Fenestration

The proposed amendment also includes an alteration to the fenestration requirements within the CC-C, CC-F, and CC-R subdistricts. It is suggested to eliminate the beginning and ending height of required window area. It may also remove the requirement that the fenestration calculation to only include true window and door openings.

Based on other developments within the City, those which have not used transparent windows along some portions of the structures façade, it is staff's opinion that the intent of pedestrian oriented development is still satisfied without the requirement of transparent window or door openings. Along certain facades of the structure, breaking-up an expanse of wall space with a faux opening also meets the intent of pedestrian scale and massing.

The percentage of fenestration has been proposed to change as well. The current percentage requirement is 75% fenestration in the City Center-Core subdistrict and 50% of the front façade of buildings in the Frame subdistrict. The proposal will alter the total front façade fenestration to 60% in the Core subdistrict and 50% in the Frame subdistrict. Additionally, any building with a residential use will have a minimum requirement of 30% of window or door openings.

The proposed percentage changes are consistent with other communities with designated transit oriented areas in the valley.

This section may also be altered to allow for the Zoning Administrator to modify the enforced fenestration requirements based on the character of the building, its impact on the structural stability of the building, or whether the architectural details or design characteristics meet the intent of the zoning ordinance.

This City initiated proposed amendment allows for more flexibility in the fenestration requirement in the City Center subdistricts. It ensures the intent of the ordinance will be met while allowing the Zoning Administrator discretion of the architectural detail proposed on a new structure.

Location of Parking Lots

The proposed amendment would alter the location of parking lots in both the TSOD and CC Districts. Presently the Zoning Ordinance only allows for parking lots to be located along the side or behind the building and in no case is it currently allowed for a parking lot to front a street in anyway.

The applicant is proposing parking lots be allowed in front of a proposed building if the said building is fronting an arterial street and a neighborhood/pedestrian right-of-way. The intent of the TSOD and CC District would be maintained in those instances where the entry-way to a new building is oriented toward a neighborhood or pedestrian street or walkway. As stated in the Building Setback section of this discussion, the only intersection this possible amendment would affect is the intersection at 7800 South and Redwood Road.

Retail Parking Stalls

The City Center Zoning District and the Transit Station Overlay District was created to develop a traditional downtown area within the City. To accomplish this downtown feel, pedestrian scale development is encouraged and certain standards are outlined in the both the TSOD and CC Districts to accomplish this goal. One important standard is the containing of the amount of parking in those areas, this in an attempt to avoid large and unnecessary expanses of asphalt and to encourage pedestrian over vehicular oriented developments.

It is typical in areas outside of a downtown district and a transit area to require a minimum number of parking stalls a particular use must provide. This to ensure there is a sufficient number of parking stalls for any proposed use. Conversely, it is also typical for areas within a downtown area and in close proximity of a mass transit station to limit the number of parking stalls. By providing a maximum

number of parking spaces within a TSOD area, Cities attempt to encourage a more efficient use of land in areas of close proximity to transit stations while also incentivizing the use of transit systems.

The existing ordinance outlines a maximum number of stalls at 3 spaces per 1,000 square feet of gross floor area for retail, service, and commercial uses within the TSOD. Within the CC District, 3 parking spaces per 1,000 square feet of gross floor area of office and retail space are allowed. There is not a minimum number requirement for parking spaces in either the TSOD or CC Districts.

The applicant is requesting to change the maximum number of spaces allowed in both the TSOD and CC Districts, specifically proposing a maximum of 4.5 spaces for retail, service, and similar commercial uses. Though the request is to amend the maximum number of parking spaces for *all* areas in the CC Districts, Staff believes it is only necessary to amend the maximum from 3 spaces per 1,000 square feet of gross floor area for retail, service, and other similar commercial uses for the CC-F subzone. With the intent to encourage walkable areas in the more pedestrian friendly CC-C subzone, Staff is comfortable with amending the maximum number of parking stalls to 3.75 spaces per 1,000 square feet of gross floor area for retail, service, and commercial uses.

Two Acre Requirement for a Market Analysis

Additional language has been proposed by Psomas to limit which sites require a market analysis within the Transit Station Overlay District and the City Center Districts. Presently any development within these districts requires a Market Analysis be performed, to consider the potential demand for the proposed use. The proposal will be limited to those properties which are over two acres in size.

This additional language will still fulfill the intent of the market analysis requirement while promoting new development and redevelopment of the area by small or local market businesses where a market analysis is generally not needed or warranted.

Architectural Review Members

The City is initiating the proposed amendment to section 13.5I.13.A.3 to remove the membership requirements of a defunct committee – the Architectural Review Committee. While still allowing the same amount of review on a project the City currently has all commercial project be reviewed by a formal Design Review Committee. All site plans of a commercial nature are subject to DRC review and recommendation to the Planning Commission as part of the review process. This amendment simply addresses a needed change in policy.

Finding: Subject to Staff's recommendations regarding the required number of parking spaces and adequate landscape buffering, the proposed amendments are appropriate given the context of the request and there is sufficient justification for a modification to this title.

Criteria 3: *The proposed amendment will not create a conflict with any other section or part of this title or the general plan; and*

Discussion: The proposed amendments were written to comply with other existing sections of the City Code. During the course of this review there were no other sections affected by the proposed amendment other than the chapters dealing with the City Center District and the Transit Station Overlay District.

The design policies listed within the General Plan were closely considered when determining the language of the suggested amendments to the Overlay District and the Zoning District. The amendments which deal with the fenestration of the front façade, building entry-way, architectural review, market analysis, and window transparency met the intent of the General Plan and its policies therein listed.

The modifications to the location of parking lots and maximum building setbacks have been altered to allow an exception at intersections of two arterial streets. Other areas within the City Center and Transit area remain under the same standards prior to this proposed petition. In the interest of avoiding confusion, Staff believes it best to remove any illustrations in the Code relative to the placement of parking placement adjacent to buildings.

Finding: The proposed amendment will not create a conflict with any other section or part of this title or the general plan.

Criteria 4: *The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title in light of corrections or changes in public policy.*

Discussion: The proposed amendment will alter sections of the Zoning Ordinance which affect every Transit Station area and every development site within the City Center. The Transit Station areas consist of 6 different locations within the City, all found along the TRAX line. The City Center district is located in a central commercial area with a TRAX station along the south portion of the zoning designation.

Building Setback

The proposed change to building setbacks will affect only those properties located at an intersection of two arterial right-of-ways. During the review of this amendment it was found only three properties will be affected by this amendment. While this amendment is therefore not specific to a particular site, it is specific to an area within the City's City Center District. The intersection of Redwood Road and 7800 South is the only area this amendment would affect. Nevertheless, the suggested amendment does not relieve a hardship for any particular property.

This amendment will correct an issue which came-about due to the City Center's unique high traffic flow and its location at a four-way arterial intersection within a pedestrian scale development ordinance.

Entry Way/ Building Orientation

Again, the proposed amendment is intended to allow for flexibility in building orientation when a building and entryway is located adjacent to an arterial street. This proposal will not be specific to one singular property.

Fenestration

Amending the percent of fenestration requirement and the allowance of zoning administrator modification of that fenestration will affect every new development within the TSOD and CC Districts. This proposal will not be specific to one singular property.

Location of Parking Lots

This proposed amendment will only affect those areas within the TSOD and CC districts adjacent to an intersection of two arterial streets. Regardless, there is not a specific property which will be affected. This amendment will also correct an issue within the CC District relative to buildings located at intersections of high traffic flow versus those located adjacent to future pedestrian and neighborhood streets in a master planned type of setting.

Retail Parking Stalls

This suggested amendment is applicable to all properties within the TSOD and CC districts. It does not relieve a particular hardship and does not confer special privileges to a single property owner.

Two Acre Requirement for a Market Analysis

This proposed amendment will affect all properties with the TSOD and CC districts. The proposal is not specific to any one property.

Architectural Review Members

This proposed amendment corrects a conflict in the review process of the City of West Jordan. It is not exacting to any particular property.

Finding: The proposed amendments do not relieve a particular hardship, nor do they confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title in light of corrections or changes in public policy.

IV. CONCLUSION:

The proposed Text Amendment is necessary to establish new standards for properties along arterial right-of-ways within the City Center Zoning District and Transit Station Overlay District.

V. MOTION RECOMMENDED:

Based on the findings set forth in this staff report, and upon the evidence and explanations received today, I move that the City Council **approve** Ordinance 13-____ of the proposed Text Amendments to Title 13 of the 2009 City Code, as addressed in this report, relating to the TSOD and CC Districts.

If the moving Commissioner disagrees with the staff's findings and conclusions and finds substantial evidence supporting a different result, the following motion may be given:

Based on the findings set forth in this staff report, and upon the evidence and explanations received today, I move that the City Council **disapprove** Ordinance 13-____ of the proposed Text Amendments to Title 13 of the 2009 City Code, relating to the TSOD and CC Districts. Specifically, I disagree with the Staff and find that the following required criteria for a Text Amendment approval have not been met:

1. The proposed amendment conforms to the General Plan and is consistent with the adopted goals, objectives and policies described therein;
2. The proposed amendment are appropriate given the context of the request and there is sufficient justification for a modification to this title;
3. The proposed amendment will not create a conflict with any other section or part of this title or the general plan; and
4. The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title in light of corrections or changes in public policy.

Which criteria has been met or not met? Why?

Note: All applicable criteria must be met to support a positive action by the Planning Commission.

VI. ATTACHMENTS

Exhibit A – Planning Commission Minutes

Exhibit B – Proposed Ordinance - TSOD/CC Text Amendment

Exhibit A
May 6, 2014
Planning Commission Minutes
Attached

Exhibit A Planning Commission Minutes

Exhibit B
Proposed Ordinance and Legislative Language
Attached

Exhibit B TSOD/CC Text Amendment

13-5I-8: SITE DEVELOPMENT STANDARDS:

A. CC-C And CC-F Subdistrict Site Development Standards:

2. Setbacks:

- b. CC-F Subdistrict: Buildings shall be set back no more than twenty feet (20') from the back of the sidewalk, except at the intersection of two arterial streets. Unless otherwise approved by the Planning Commission in review of the preliminary site plan and preliminary development plan, all landscape and buffer requirements for parking areas within Section 13-13-9C shall apply.

3. Orientation to Street:

- a. To reinforce pedestrian activity and enhance liveliness of the street, all buildings in the CC-C and ~~CC-F~~ subdistricts shall be oriented toward the adjacent interior streets ~~and in no case oriented to a parking lot.~~

5. Fenestration:

- a. ~~Seventy-five percent (75%) of the front facade on the ground floor for buildings in the CC-C subdistrict, and fifty percent (50%) of the front facade on the ground floor for buildings in the CC-F subdistrict shall be transparent. Fenestration shall consist of true window and door openings allowing views into and out of the interior of the building, beginning at a point not more than three feet (3') above the level of the sidewalk, and no less than eight feet (8') above the sidewalk. False windows are not permitted in the city center zone.~~

- a. Minimum First Floor Glass in the CC-C subdistrict: The first floor façade of buildings facing a street shall be at least sixty percent (60%) glass surfaces.

- b. Minimum First Floor Glass in the CC-F subdistrict: The first floor façade of buildings facing a street shall be at least fifty percent (50%) glass surfaces.

- c. The first floor façade of any building that has a residential land use shall have no less than thirty percent (30%) glass surfaces.

- ~~d. b. For each floor the length of facade, level fFenestration shall be broken up by no more than a ten foot (10') length of a building wall.~~

- e. The zoning administrator may approve a modification to fenestration requirements if the following is determined:

1. The requirement would negatively impact the character of the building;

2. The requirement would negatively impact the structural stability of the building; or,

3. Architectural details or certain design characteristics meet the intent of this section.

Exhibit B

13-5I-9: STANDARDS FOR PARKING AND LOADING AREAS:

A. Parking Standards In CC-C And CC-F Subdistricts:

1. Parking shall be located either to the side or to the rear of a building. ~~Parking lots and parking garages shall not be located on corner lots at intersections.~~ A parking lot or garage may not be adjacent to a street intersection; a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street.

D. Parking Requirements:

3. Retail, service and commercial uses located within the ~~TSOD CC-F Subdistrict~~ shall provide a maximum of ~~three (3)~~ five (4.5) parking spaces per one thousand (1,000) square feet of gross floor area.
4. Retail, service and commercial uses located outside of the ~~TSOD CC-C Subdistrict~~ shall provide a maximum of three and one-half ($3\frac{1}{2}$) three quarter ($3\frac{3}{4}$) parking spaces per one thousand (1,000) square feet of gross floor area.

13-5I-13: DEVELOPMENT PLAN, LAND USE ELEMENT AND ARCHITECTURAL REVIEW:

- A. Development Plan: A development plan is to be prepared for each proposed development (or phase) within the three (3) city center subdistricts. The development plan shall provide pertinent information relative to public improvements, development standards and compliance therein, design criteria, and public incentives. The development plan shall consist of the following:
3. Market Analysis: For sites larger than two acres, ~~a~~An independent real estate market analysis of the proposed development shall be prepared, which takes into consideration the potential demand for the proposed residential and nonresidential uses within the proposed development area.
- C. Architectural Review: All proposed development within the city center zone shall be reviewed by the design review committee. This committee shall have the right to evaluate the physical layout, architectural characteristics and amenities and may require changes or modifications in design to create compatibility and conformity in the variety of uses and structures within the development to ensure, protect and promote the health, safety and general welfare of the citizens of the city. ~~A design review committee shall be comprised of one member from planning staff, one member from the planning commission, at least two (2) members from the downtown revitalization committee and one citizen from the city who is familiar with the fields of architecture and general land use planning. (2001 Code § 89-3-1014; amd. 2009 Code; Ord. 10-09, 2-24-2010; Ord. 13-17, 4-24-2013)~~

13-6G-9: PARKING REQUIREMENTS:

In order to encourage the use of public transit systems within transit oriented developments the minimum number of parking spaces in the TSOD is intentionally reduced. The use of shared parking areas and multilevel parking structures is also strongly encouraged within station community districts. Surface parking shall be minimized and located behind and/or to the side of main building structures except when such surface parking as described in the development plan is permitted within a given streetscape (on street parking), or when the site is at the intersection of two arterial streets. The parking requirements and restrictions set forth in this article shall supersede the requirements and regulations set forth in chapter 12 of this title.

A. General Parking Requirements: The following requirements and restrictions shall apply to all uses allowed in each station community:

2. A maximum of three (3) parking spaces per one thousand (1,000) square feet of office and a maximum of three and three-quarters (3.75) per one thousand (1,000) square feet of retail space is permitted. Properties within the CC-F Subdistrict shall meet Section 13.5I.9.b.3 of the City Code.
6. A parking lot or garage may not be adjacent ~~to a street intersection; to or opposite a street intersection.~~ a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street. No portion of a parking lot may front an arterial street without specific city council approval.

C. Specific Parking Requirements: Except single-family residential, parking provided for all new development shall comply with the following standards:

1. All parking lots, ~~garage, or vehicular maneuvering area~~ shall be located behind or on the side of ~~a buildings.~~ A parking lot, garage, or a vehicular maneuvering area may be located in front of a building only when it is found that a lot is adjacent to an intersection of two arterial streets, or both a vehicular/arterial street and a pedestrian or neighborhood street, or the Parking and maneuvering areas shall not be located between the primary entrance to a building and the abutting street, unless its purpose of the vehicular maneuvering area is to provide a direct life safety function. If parking is located on to the side or front of the building, screening and buffering shall be provided in accordance with this title. all landscape and buffer requirements for parking areas within Section 13-13-9C shall apply.

13-6G-11: ARCHITECTURAL, BUILDING AND SITE DESIGN STANDARDS:

A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

B. Building Facades And Entryways:

6. The front facade of all principal buildings shall face onto the street and not be oriented toward a parking lot or parking structure; unless it is found that a building fronts both a vehicular/arterial

street and a pedestrian or neighborhood street.

12. The following standards shall govern fenestration:

- ~~a. All nonresidential, street fronting and sidewalk level development shall provide fenestration at a minimum of seventy five percent (75%) of the length of the frontage of the building on street fronting sides, beginning at a point not more than three feet (3') above the sidewalk, for a height no less than eight feet (8') above the sidewalk.~~
- a. Minimum First Floor Glass: The first floor front façade of buildings facing a street or a pedestrian way shall be at least sixty percent (60%) glass surfaces. Structures within the CC Zoning Subdistricts shall meet section 13.5I.8.A.5.b of the City Code.
- ~~b. Fenestration for nonresidential uses shall allow views into the interior. Display windows shall not have permanently painted, treated or reflective glass.~~

13-6G-12: STREET ORIENTED BUILDING PLACEMENT:

Except for single-family and two-family residences, all buildings shall face a public or private right of way and shall be set back as near the sidewalk edge with as minimal a setback as possible unless differently approved pursuant to a development plan. The setback of a building may be increased to a maximum of twenty feet (20') from a public or private right of way, if a courtyard, plaza, promenade, social event area or outdoor dining area is incorporated into the development's design. Parking lots, garages and drive lanes shall not be allowed between the right of way line of a public or private road (exclusive of alleys) and any building. This shall not include parking structures that are architecturally compatible with a master planned development. Lots at the intersection of two arterial streets are exempt from this criterion. (2001 Code § 89-4-812; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-17: DEVELOPMENT PLAN:

- B. Development Plan Requirements: A development plan shall be prepared for each designated TSOD. The plan may modify the boundaries of the overlay district and provide for the physical design of the TSOD relative to public improvements, development standards, design criteria and public incentives. The development plan shall follow the submittal requirements found in subsections 13-5J-10B through E of this title and include the following:
- 2. For site larger than two acres, ~~a~~An independent real estate market analysis of the proposed development, which takes into consideration the potential demand for the proposed nonresidential uses within the TSOD.

Exhibit B

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

ORDINANCE NO. 14- 19
[TSOD]

AN ORDINANCE AMENDING TITLE 13, "ZONING REGULATIONS."

WHEREAS, the City of West Jordan adopted a City Code in 2009, for the purpose of carrying into effect and discharging all powers and duties conferred by law upon the city and its officers, employees and inhabitants, and to provide for the safety, preserve the health, promote the prosperity, improve the morals, peace, good order, comfort and convenience of the city and its inhabitants, and to protect property in the city; and

WHEREAS, the West Jordan City Council finds and determines that the purpose of the 2009 City Code, and the public health and welfare, will best be reached by the adoption of the following amendments to Title 13, Title 5 and 6 of the 2009 City Code.

NOW THEREFORE, IT IS ORDAINED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Title 13, Chapter 5, Article I, Sections 8, 9 and 13 of the 2009 City Code shall hereafter read as follows:

3-5I-8: SITE DEVELOPMENT STANDARDS:

A. CC-C And CC-F Subdistrict Site Development Standards:

1. Building Height:

a. CC-C Subdistrict: New structures within the CC-C subdistrict shall be no more than sixty feet (60') in height for mixed use, office and commercial structures. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit. Under no circumstance shall any building be shorter than two (2) stories.

b. CC-F Subdistrict: New structures within the CC-F subdistrict shall be no more than forty five feet (45') in height for all new structures. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.

2. Setbacks:

a. CC-C Subdistrict: Buildings shall be constructed to the back of the sidewalk on all vehicular streets. Buildings on pedestrian or neighborhood streets may be set back from the sidewalk a maximum of twenty feet (20') when configured to provide usable public space such as a plaza, courtyard or outdoor dining area. A maximum setback of ten feet (10') shall be provided for parking structures to provide an area for vegetative screening on all street types.

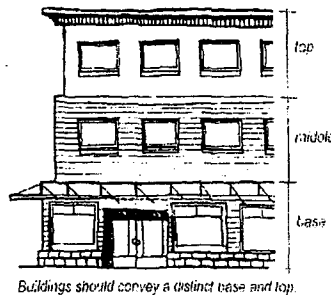
b. CC-F Subdistrict: Buildings shall be set back no more than twenty feet (20') from the back of the sidewalk, except at the intersection of two arterial streets. Unless otherwise approved by the Planning Commission in review of the preliminary site plan and preliminary development plan, all landscape and buffer requirements for parking areas within Section 13-13-9C shall apply.

3. Orientation To Street:

a. To reinforce pedestrian activity and enhance liveliness of the street, all buildings in the CC-C shall be oriented toward the adjacent interior streets.

b. Entrances to buildings shall be visible from the street and accessible from the adjacent sidewalk or pedestrian path.

4. Massing: Buildings shall have a visually distinct base and top. A base can be emphasized by a different masonry pattern with more architectural detail, accented with storefront windows, storefront canopies, or a combination of both. The ground level of the building shall have the appearance of having more mass and bulk in order to be clearly delineated from the other levels of the building.



5. Fenestration:

a. Minimum First Floor Glass in the CC-C subdistrict: The first floor façade of buildings facing a street shall be at least sixty percent (60%) glass surfaces.

b. Minimum First Floor Glass in the CC-F subdistrict: The first floor façade of buildings facing a street shall be at least fifty percent (50%) glass surfaces.

c. The first floor façade of any building that has a residential land use shall have no less than thirty percent (30%) glass surfaces.

d. Fenestration shall be broken up by no more than a ten foot (10') length of a building wall.

e. The zoning administrator may approve a modification to fenestration requirements if the following is determined:

- (1) The requirement would negatively impact the character of the building;

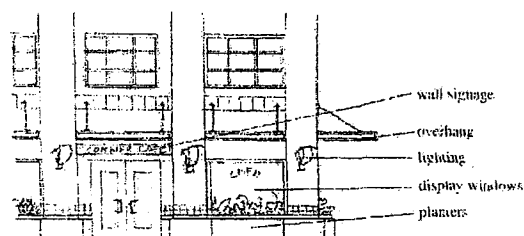
(2) The requirement would negatively impact the structural stability of the building; or

(3) Architectural details or certain design characteristics meet the intent of this section.

6. Lot Width And Area: No minimum lot widths or areas are required for this district.

7. Ground Level Details: To reinforce the character of the streetscape, all ground floor facades visible from a public or private street shall incorporate architectural details. The following is a noninclusive list of architectural features that may be included in ground floor design:

- a. Lighting supported by ornamental brackets;
- b. Medallions;
- c. Belt courses;
- d. Plinths for columns;
- e. Kick plate for storefront windows;
- f. Projecting sills;
- g. Tile work;
- h. Planter boxes;
- i. Cornices;
- j. Pediment entries;
- k. Columns or pillars;
- l. Overhangs;
- m. Window moldings;
- n. Recessed fenestration.



8. Entrances:

a. Entrances shall be given a visually distinct architectural expression by two (2) or more of the following elements:

- (1) High bays;
- (2) Canopy (extending from the building at least 4 feet);
- (3) Portico (extending from the building at least 4 feet);
- (4) Recessed entry (recessed at least 2 feet);
- (5) Protruding facade (protruding at least 2 feet);

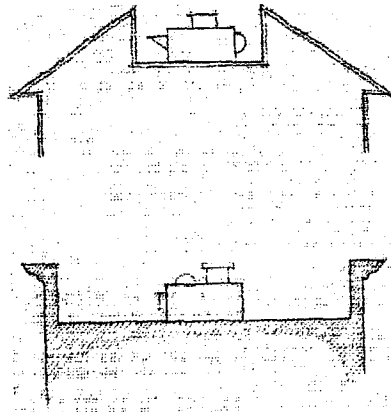
b. Porches, roof overhangs, hooded front doors, or other architectural facade elements shall define the front entrance of all structures.

9. Rooftop Screening:

a. Mechanical and communications equipment shall be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building.

b. Cell phone transmission equipment shall blend in with the design of a roof, rather than merely attached to the roof deck.

c. Painting equipment, erecting fences and using mansard type roofs are not acceptable methods of screening.



Mechanical equipment shall be screened by parapet walls or other roof forms.

B. CC-R Subdistrict Site Development Standards:

1. Building Height: New structures within the CC-R subdistrict shall be no more than forty five feet (45') in height. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.

2. Setbacks:

a. Front/corner yard setback: Except for attached single-family dwellings, all buildings may be set back a maximum of twenty feet (20') when adjacent to a pedestrian or neighborhood street. Attached single-family residential dwellings shall be set back a minimum of five feet (5') and a maximum of twenty feet (20').

b. Interior yard setback: No requirement for nonresidential, mixed use structures. Attached single-family residential dwellings shall have a minimum interior side yard setback of six feet (6').

c. Rear yard setback: No requirement for nonresidential, mixed use structures. Attached single-family residential dwellings shall have a minimum rear yard setback of fifteen feet (15'), except in instances where the garage is attached to the single-family dwelling and accessed from an alley, and then there is no required rear yard setback.

3. Lot Width And Area: No minimum lot width or areas are required for this subdistrict.

4. Residential Architectural Design:

a. All visible building facades shall follow a clear set of architectural requirements and styles as listed throughout this section. Visible building facades void of architectural elements, windows and articulation are not allowed in this subdistrict. The maximum distance between facade fenestration on any side of a residential structure shall be no more than ten feet (10'), except in instances where a garage is attached to the rear of a single-family dwelling, and then there is no rear entry garage fenestration requirement.

b. The visual prominences of garages which face public or private right of ways on pedestrian or neighborhood streets shall not be permitted.

c. The architectural features, materials and articulation shall be continuous along all sides of each new residential building. The following is a list of noninclusive architectural features:

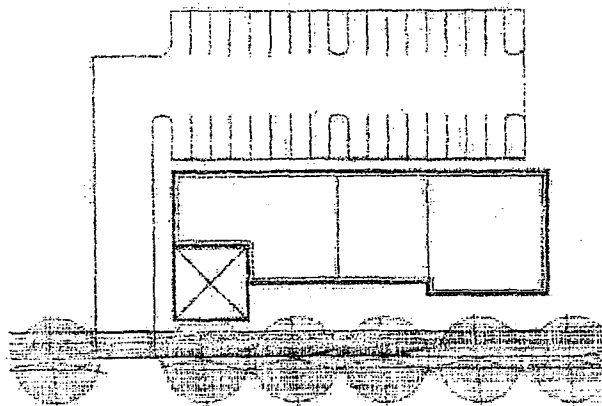
- (1) Cornices;
- (2) Columns or pillars;
- (3) Dormers;
- (4) French doors;
- (5) Front and wrap around porches not less than six feet (6') in width and eight feet (8') in length integrated with a decorative railing;
- (6) Gabled, gambrel or hipped roofs with a pitch of not less than six to twelve (6:12);

- (7) Large entry porches (porticos) (at least 6 feet by 8 feet in size);
- (8) Muntin or transom windows;
- (9) Overhangs which exceed eighteen inches (18");
- (10) Pediment entry. (2001 Code § 89-3-1008; amd. 2009 Code; Ord. 14-___, 05-28-2014)

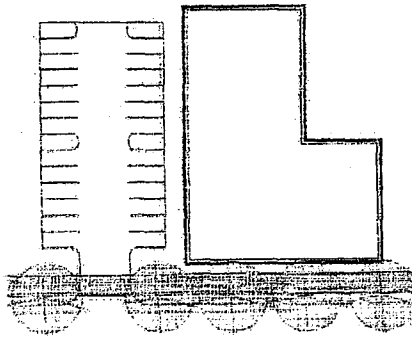
13-5I-9: STANDARDS FOR PARKING AND LOADING AREAS:

A. Parking Standards In CC-C And CC-F Subdistricts:

1. Parking shall be located either to the side or to the rear of a building. A parking lot or garage may not be adjacent to a street intersection; a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street.
2. Insofar as possible, all parking aisles should be double loaded (parking on both sides) in order to minimize the amount of pavement needed for pavement areas for vehicle circulation and maneuvering.
3. Convenient, marked pedestrian walkways shall be provided within the interior of a parking lot.
4. Lighting fixtures shall be installed within required vehicular parking lots. Parking lot lighting shall be installed in medians, landscaped islands or within landscape buffers, wherein stand alone bases and light fixtures within the parking lot itself will not be permitted. The maximum height for parking lot lighting fixtures shall be twenty four feet (24') and spaced no farther than one hundred fifty feet (150') apart.
5. All parking lot lighting shall be shielded from producing off site glare, either through exterior shields or through optical design inside the fixture, so that the direction of the lights is downward.



Parking behind the building



Parking beside the building

B. Standards For Parking Structures:

1. Structured parking shall be designed to avoid undifferentiated places. The scale of parking structures shall be modulated by interruptions of the facades, setbacks and lowering the first level below the existing grade (where the water table allows) to reduce total height.
2. Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities. Such landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, ground covers, deciduous native and ornamental shrubs, and vines to help screen the structures.
3. For security, pedestrian routes shall be visible. Enclosed areas where people can hide shall be avoided and emergency call boxes shall be available at accessible and convenient areas throughout pedestrian routes.
4. Freestanding parking structures shall comply with the guidelines addressed under section 13-6G-9 of this title.

C. Parking Lot Landscape Standards: Planting areas with trees shall be used to break up large parking areas. The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and adjacent right of way. Parking lot tree planting requirements are as follows:

1. Where the parking lot is located to the side of the building, one tree for every eight (8) parking stalls is required.
2. Where the parking lot is located behind the building and is not visible from a private or public right of way, one tree for every twelve (12) spaces is required.
3. Beyond what is required for interior parking lot landscaping, all other requirements for parking lot landscaping shall follow the standards as described in section 13-13-9 of this title.

D. Parking Requirements:

1. Multi-family residential located within the TSOD shall provide one parking space per dwelling unit, plus one-half ($1/2$) parking space for each additional bedroom. A

maximum of one and one-half ($1\frac{1}{2}$) parking spaces is permitted for each multi-family residential unit.

2. Multi-family residential located outside the one-fourth ($\frac{1}{4}$) mile radius of the TSOD shall provide one and one-half ($1\frac{1}{2}$) spaces per dwelling unit, plus one-half ($\frac{1}{2}$) parking space for each additional bedroom.

3. Retail, service and commercial uses located within the CC-F Subdistrict shall provide a maximum of four and one-half ($4\frac{1}{2}$) parking spaces per one thousand (1,000) square feet of gross floor area.

4. Retail, service and commercial uses located outside of the CC-C Subdistrict shall provide a maximum of three and three-quarter ($3\frac{3}{4}$) parking spaces per one thousand (1,000) square feet of gross floor area.

5. Restaurants located within the TSOD shall provide a maximum of six (6) parking spaces per one thousand (1,000) square feet of gross floor area. Outdoor dining areas need not be included in gross floor area calculations.

6. Restaurants located outside of the TSOD shall provide a maximum of eight (8) parking spaces per one thousand (1,000) square feet of gross floor area. Outdoor dining areas need not be included in gross floor area calculations.

7. Auditoriums, conference centers and movie theaters within the city center zone shall provide a maximum of eight (8) parking spaces per one thousand (1,000) square feet of gross floor area.

8. Other uses not listed in the parking requirements of this section shall be determined by the zoning administrator based on the most similar use listed herein or on standards as specified in the required parking chart established in subsection 13-12-3B of this title. A use not listed in this section, but established within subsection 13-12-3B of this title shall have its parking reduced no less than twenty five percent (25%).

9. On street parking shall be used to establish the number of required parking spaces within the city center zone. A structure and use that have linear frontage along a right of way which has on street parking, shall calculate each on street parking stall within the uses overall parking calculations.

10. The maximum allowance for parking stalls referenced in this section may be increased by no more than thirty five percent (35%) where parking stalls are provided within a parking structure.

E. Loading Areas: Loading areas for delivery shall be designed to provide sufficient area for the maneuverability of delivery and freight vehicles. In no instance shall a building's loading bay doors face a public or private right of way unless the property fronts two (2) rights of way. If a loading area faces a right of way on a double fronting lot, it will then be necessary to completely screen the bay doors from public view through proper landscaping or berming.

- F. General Parking Requirements: Except as indicated in this section, all developments located within the CC-C and CC-F subdistricts shall meet the parking requirements as listed in section 13-6G-9 of this title.
- G. Standards For Parking Facilities In CC-R Subdistrict: Because the entire CC-R subdistrict is located within the radius of the city center transit station overlay district, the general parking requirements for all development within this area shall refer to the parking requirements as listed in section 13-6G-9 of this title.
- H. Parking Lot Lighting Standards: All new developments within the city center zone shall meet the lighting standard requirements as listed in section 13-6G-16 of this title.
- I. Shared Parking:
1. Distance From Uses: The closer shared spaces are to the land uses they serve, the more likely the shared parking arrangement will be a success. Shared spaces for residential units shall be located no farther than three hundred feet (300') from the dwelling unit entrances they serve, while spaces for nonresidential uses shall be no farther than five hundred feet (500') from the main building entrances they serve.
 2. Reduction Of Required Parking: The following schedule indicates how shared parking for certain general uses can be used to reduce the total amount of parking required:

SCHEDULE OF SHARED PARKING

General Land Use Classifications	Weekdays			Weekends		
	Midnight-7:00 A.M.	7:00 A.M.-6:00 P.M.	6:00 P.M.-Midnight	Midnight-7:00 A.M.	7:00 A.M.-6:00 P.M.	6:00 P.M.-Midnight
Conference hall	10%	100%	100%	10%	100%	100%
General office, medical office, bank	5%	100%	5%	5%	10%	5%
Hotel	100%	70%	100%	100%	70%	100%
Residential	100%	60%	100%	100%	60%	100%
Restaurant, pub	20%	40%	100%	70%	50%	100%
Retail, service	10%	100%	80%	10%	100%	70%
Theater, entertainment	5%	40%	100%	10%	50%	100%

3. Determining Total Requirements For Shared Parking Facilities: For each applicable general land use category, calculate the number of spaces required for each use, assuming it is the only use (refer to the schedule of minimum off street parking

requirements in section 13-12-3 of this title). Use that figure for each land use to calculate the number of spaces required for each time period for each use (6 time periods per use). For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six (6) time periods. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

- J. Bicycle Parking Requirements: All new developments within the city center zone shall meet the bicycle parking and bicycle lane requirements as listed in section 13-6G-10 of this title.
- K. Exception Of Parking For Specific Uses: Retail, eating and drinking establishments located within five hundred feet (500') of a light rail station and having a floor area of five hundred (500) square feet or less shall not be required to provide parking. (2001 Code § 89-3-1009; amd. 2009 Code; Ord. 14-____, 05-28-2014)

13-5I-13: DEVELOPMENT PLAN, LAND USE ELEMENT AND ARCHITECTURAL REVIEW:

- A. Development Plan: A development plan is to be prepared for each proposed development (or phase) within the three (3) city center subdistricts. The development plan shall provide pertinent information relative to public improvements, development standards and compliance therein, design criteria, and public incentives. The development plan shall consist of the following:
 - 1. Uses And Infrastructure: Existing land uses, property ownership, development character and the relative character of existing and proposed uses and infrastructure. Potential impacts to existing infrastructure shall be included in the analysis.
 - 2. Master Plan: A master plan shall be provided for each of the three (3) subdistricts. The master plan shall be graphically illustrated indicating the proposed areas of development, phasing lines (if any) and the expected times of development. The master plan shall meet the intent of this section, the overall intent of the transit station overlay district in chapter 6, article G of this title, the adopted West Jordan "Parks, Recreation, Trails And Open Space Handbook", the West Jordan downtown revitalization design guidelines and the West Jordan downtown revitalization land use element as prepared by LMN Architects. The master plan shall be updated as is necessary based on proposed changes within each development area. The zoning administrator shall determine when these master plan updates are necessary.
 - 3. Market Analysis: For sites larger than two acres, an independent real estate market analysis of the proposed development shall be prepared, which takes into consideration the potential demand for the proposed residential and nonresidential uses within the proposed development area.
 - 4. Submittal Requirements: The applicant shall follow the submittal requirements as outlined in subsections 13-5J-10B through E of this chapter, including, but not limited to, the development's project boundary, building placement, right of way layout, parking areas, pedestrian and bicycle paths, open space and general gathering areas, building elevations of all proposed structures, and statements as to how all building and development guidelines of the West Jordan downtown revitalization design guidelines are being met.

5. Development Plan Review: The steps outlined in section 15-3-8 of this code shall be followed in connection with an application for approval of a development plan, along with the required fees and other specific processes required by this code to complete a specific project.

B. Land Use Element And Design Guidelines:

1. Because several essential compliance elements come into play with regard to development within the city center zone, it can be difficult at times to determine which part of each section of the zoning code or adopted design guideline may be applicable. The intent of this section is to establish requirements for a "downtown" zoning district which complies not only with the standards and requirements of the transit station overlay district, chapter 6, article G of this title, but also the adopted West Jordan "Parks, Recreation, Trails And Open Space Handbook", the West Jordan downtown revitalization design guidelines and West Jordan downtown revitalization land use element as prepared by LMN Architects.

2. These five (5) zoning elements shall work together as a single entity; wherein this title shall be used as a legal guide to determine standards and requirements; while the West Jordan downtown revitalization design guidelines, the West Jordan downtown revitalization land use element, and the West Jordan "Parks, Recreation, Trails And Open Space Handbook" shall be used for reference purposes to determine what can and cannot be accomplished within the city center zone. Where there is a discrepancy in interpretation of this article and the design and land use elements, the more restrictive language shall apply.

C. Architectural Review: All proposed development within the city center zone shall be reviewed by the design review committee. This committee shall have the right to evaluate the physical layout, architectural characteristics and amenities and may require changes or modifications in design to create compatibility and conformity in the variety of uses and structures within the development to ensure, protect and promote the health, safety and general welfare of the citizens of the city. (2001 Code § 89-3-1014; amd. 2009 Code; Ord. 10-09, 2-24-2010; Ord. 13-17, 4-24-2013; Ord. 14-___, 05-28-2014)

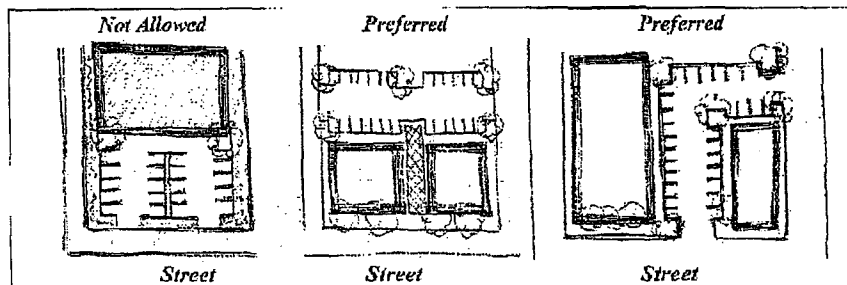
Section 2. Title 13, Chapter 6, Article G, Sections 9, 11, 12 and 17 of the 2009 City Code shall hereafter read as follows:

3-6G-9: PARKING REQUIREMENTS:

In order to encourage the use of public transit systems within transit oriented developments the minimum number of parking spaces in the TSOD is intentionally reduced. The use of shared parking areas and multilevel parking structures is also strongly encouraged within station community districts. Surface parking shall be minimized and located behind and/or to the side of main building structures except when such surface parking as described in the development plan is permitted within a given streetscape (on street parking), or when the site is at the intersection of two arterial streets. The parking requirements and restrictions set forth in this article shall supersede the requirements and regulations set forth in chapter 12 of this title.

A. General Parking Requirements: The following requirements and restrictions shall apply to all uses allowed in each station community:

1. Multi-family uses must provide one parking space for every dwelling unit, plus one-half ($\frac{1}{2}$) parking space for each additional bedroom. A maximum of one and one-half ($1\frac{1}{2}$) parking spaces is permitted for each multi-family unit. Guest parking shall be provided at one stall for every four (4) dwelling units.
2. A maximum of three (3) parking spaces per one thousand (1,000) square feet of office and a maximum of three and three-quarters ($3\frac{3}{4}$) per one thousand (1,000) square feet of retail space is permitted. Properties within the CC-F Subdistrict shall meet Section 13.51.9.b.3 of the City Code.
3. Unless otherwise approved in the final development plan, other permitted and conditional uses not included in subsection A1 or A2 of this section shall provide up to fifty percent (50%) reduction of the parking requirement for such uses set forth in chapter 12 of this title.
4. On street parking is permitted and encouraged and shall be included in the total development required parking calculations for a use or structure which fronts and is adjacent to the on street parking stall.
5. Ingress and egress for parking lots shall, where reasonably practical, be from side streets for commercial uses and from alleys for residential uses.



6. A parking lot or garage may not be adjacent to a street intersection; a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street.
 7. Access for service vehicles and deliveries will be required to provide a direct route to loading bays and service areas; minimizing movement through parking areas.
 8. The reduction of impervious surfaces is highly encouraged through the use of interlocking pavers, particularly for areas with high pedestrian traffic, intersections and crosswalks.
- B. Reduction Of Parking Spaces: A developer may request a reduction in the number of parking spaces by city approval, using the factors listed in subsection 13-12-4B of this title. Requests for a reduction in parking spaces shall be recommended by the zoning administrator and approved by the planning commission.

C. Specific Parking Requirements: Except single-family residential, parking provided for all new development shall comply with the following standards:

1. A parking lot, garage, or vehicular maneuvering area shall be located behind or on the side of a building. A parking lot, garage, or a vehicular maneuvering area may be located in front of a building only when it is found that a lot is adjacent to an intersection of two arterial streets, or both a vehicle/arterial street and a pedestrian or neighborhood street, or the purpose of the vehicular maneuvering area is to provide a direct life safety function. If parking is located to the side or front of the building, all landscape and buffer requirements for parking areas within Section 13-13-9C shall apply.

2. Two (2) or more land uses with different hours of operation or varying parking demands (example: office and restaurant) shall qualify for shared parking if within six hundred feet (600') of each other. Parking shall be accessible to all uses sharing the said parking.

a. Documentation for a shared parking request shall be provided with the building permit application.

b. A document indicating a right to use the parking if not on the same parcel where the parking is located shall be submitted.

c. A licensed traffic engineer or a certified transportation planner shall prepare a study, demonstrating modal split for project employers and/or visitors and parking demand for each anticipated use and/or business within the project.

d. The estimate of parking demand shall include average daily and peak period demand.

3. For mixed use development, a shared parking approach shall be implemented unless infeasible. The applicant shall demonstrate to the zoning administrator why shared parking is not feasible and that the total amount of parking to be provided will not comprise more than one hundred ten percent (110%) of the average daily peak demand.

4. Tandem parking spaces for all single-family residential attached, residential duplex, and residential townhouse units shall be permitted. Tandem parking may be used with multi-family developments when the use of tandem parking spaces can be assigned to individual units and can be under the control of single households.

5. Parking structures are encouraged to maximize usable land and to reduce the need for surface parking lots. Structures should provide for shared parking where possible and needed for the given land uses. Parking structures should be located away from the immediate streetscape where possible; provided, however, that parking structures shall be permitted adjacent to streetscapes where the design of such structures reflects the overall design of the project of which they are a part and/or landscaping is placed between the parking structure and the streetscape. Options for placement include center of block, aboveground, belowground, and alley access sites.

6. Parking structures shall include pedestrian walkways and connections to continuous pedestrian paths/sidewalks.

7. Parking structures shall be architecturally integrated or designed with the same theme as the entire station community development or adjacent main buildings.

8. Parking structures with blank facades and solid walls at grade are not permitted except as approved pursuant to an approved development plan or where buffered by not less than five feet (5') of landscaping. Remote signage may be used to break up blank facades and solid walls and to add visual interest to the exterior of the parking structure.

9. Storage parking of recreational vehicles shall not be permitted in the TSOD except where facilities for such storage are specifically approved pursuant to a development plan. (2001 Code § 89-4-809; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 13-07, 3-13-2013; Ord. 14-___, 05-28-2014)

13-6G-11: ARCHITECTURAL, BUILDING AND SITE DESIGN STANDARDS:

A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

A. Height: New structures within the TSOD shall be no more than forty five feet (45') high for single-family residential, and seventy five feet (75') for mixed use structures, except for new structures in the residential station communities and the city center station community. Those communities shall meet the criteria for height as stated in the underlying zoning districts. The height requirements for commercial, office and industrial structures shall be dictated by the underlying zoning districts. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.

B. Building Facades And Entryways:

1. All buildings in a TSOD must provide a main entrance on the facade of a building nearest to and facing a street that connects to the communities' transit station.

2. Building facades should avoid a uniform building style.

3. Architectural style, colors and materials shall be compatible throughout the station community.

4. The style and materials shall complement the surrounding environment and not detract from any visual corridor views.

5. The architectural features, materials and articulation shall be continuous along all sides visible from any street or pedestrian path. The following is a list of encouraged, but noninclusive, architectural features:

- a. Cornices;
- b. Pediment entry;
- c. Columns or pillar;
- d. Overhang;

- e. Window molding;
- f. Recessed fenestration;
- g. Portico;
- h. Overhang;
- i. Porte-cochere.

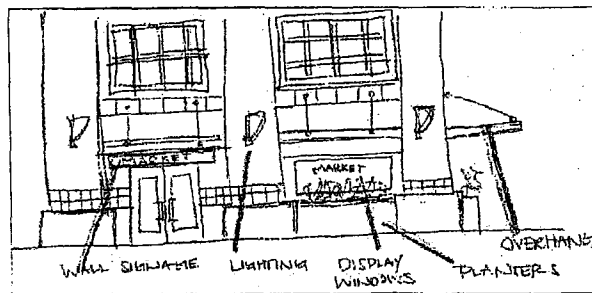
6. The front facade of all principal buildings shall face onto the street and not be oriented toward a parking lot or parking structure; unless it is found that a building fronts both a vehicular/arterial street and a pedestrian or neighborhood street.

7. Porches, roof overhangs, hooded front doors, and other architectural facade elements shall define the front entrance to all principal structures.



8. For commercial, retail and office buildings, a minimum of fifty percent (50%) of the front facade on the ground floor shall be transparent, consisting of a transparent window or door opening allowing views into and out of the interior of the building.

9. Planters and window boxes for flowers and climbing vines are encouraged as building facade enhancement features.



10. Rooflines with visible ornamental features are encouraged. Features may include cornices and parapets. They should demonstrate recognition of the climate by utilizing appropriate pitch, drainage and materials in order to provide visual coherence to each project.

11. Buildings should have a visually distinct base that creates a welcoming environment for pedestrians. The lowest level of the building should have more mass and bulk in order to be delineated and scaled.

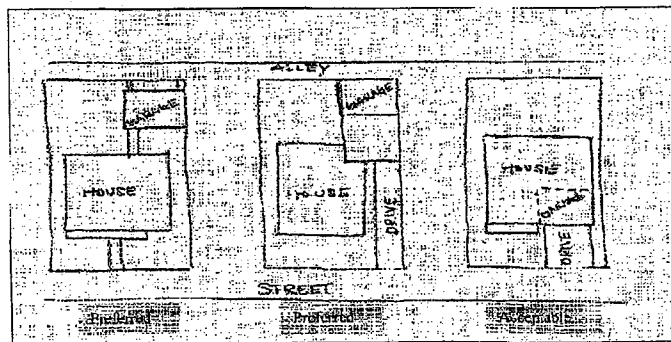
12. The following standards shall govern fenestration:

a. Minimum First Floor Glass: The first floor front façade of buildings facing a street or a pedestrian way shall be at least sixty percent (60%) glass surfaces. Structures within the CC Zoning Subdistricts shall meet section 13.51.8.A.5.b of the City Code.

b. Display windows shall not have permanently painted, treated or reflective glass.

c. The length of sidewalk level building facade which has no fenestration shall not exceed ten feet (10') in length.

13. For all single- and two-family dwellings, the physical and visual presence of garages shall be minimized. No overly prominent garages may become de facto home entryways. Garages attached to a single- or two-family dwelling shall be recessed behind the main facade of the residential dwelling. The garage shall not account for more than forty percent (40%) of the dwelling's facade.



Examples of single-family dwelling garage placements where garage and/or driveway presence is minimized to help create a pedestrian friendly environment. (2001 Code § 89-4-811; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 14-____, 05-28-2014)

13-6G-12: STREET ORIENTED BUILDING PLACEMENT:

Except for single-family and two-family residences, all buildings shall face a public or private right of way and shall be set back as near the sidewalk edge with as minimal a setback as possible unless differently approved pursuant to a development plan. The setback of a building may be increased to a maximum of twenty feet (20') from a public or private right of way, if a courtyard, plaza, promenade, social event area or outdoor dining area is incorporated into the development's design. Parking lots, garages and drive lanes shall not be allowed between the right of way line of a public or private road (exclusive of alleys) and any building. This shall not include parking structures that are architecturally compatible with a master planned development. Lots at the intersection of two arterial streets are exempt from this criterion. (2001 Code § 89-4-812; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 14-____, 05-28-2014)

13-6G-17: DEVELOPMENT PLAN:

- A. Development Plan Review: The steps outlined in section 15-3-8 of this code shall be followed in connection with an application for approval of a development plan, along with the required fees and other specific processes required by this code to complete a specific project.
- B. Development Plan Requirements: A development plan shall be prepared for each designated TSOD. The plan may modify the boundaries of the overlay district and provide for the physical design of the TSOD relative to public improvements, development standards, design criteria and public incentives. The development plan shall follow the submittal requirements found in subsections 13-5J-10B through E of this title and include the following:
1. Existing land uses, property ownership, development character and the relative character of existing uses within one-half ($\frac{1}{2}$) mile of the proposed transit station location.
 2. For site larger than two acres, an independent real estate market analysis of the proposed development, which takes into consideration the potential demand for the proposed nonresidential uses within the TSOD.
 3. Analysis of potential impacts to existing infrastructure, including a traffic study.
 4. Development specifics such as the station community and project boundaries, building placement, parking, pedestrian and bicycle paths, plazas, social gathering centers, building elevations, lighting and signage.
 5. An implementation and phasing timetable. (2001 Code § 89-4-818; amd. 2009 Code; Ord. 10-09, 2-24-2010; Ord. 14-___, 05-28-2014)

Section 3. Additions or amendments to the 2009 City Code when passed in such form as to indicate the intention of the city council to make the same a part of the 2009 City Code shall be deemed to be incorporated in the 2009 City Code, so that reference to the 2009 City Code hereafter includes the additions and amendments.

Section 4. This Ordinance shall become immediately effective.

Passed and adopted by the City Council of the City of West Jordan, Utah this 28th day of May, 2014.

CITY OF WEST JORDAN

By: _____

KIM V. ROLFE

Mayor

ATTEST:

MELANIE S. BRIGGS, MMC
City Clerk

Voting by the City Council

"AYE"

"NAY"

Jeff Haaga

Judy Hansen

Chris McConnehey

Chad Nichols

Ben Southworth

Justin D. Stoker

Mayor Kim V. Rolfe

CITY CLERK/RECORDER'S CERTIFICATE OF PUBLICATION

I, Melanie S. Briggs, certify that I am the City Clerk/Recorder of the City of West Jordan, Utah, and that the foregoing ordinance was published in the Legal Section, of the Salt Lake Tribune, on the _____ day of _____, 2014, pursuant to Utah Code Annotated, 10-3-711.

MELANIE S. BRIGGS, MMC
City Clerk/Recorder

[SEAL]

Legislative

3-5I-8: SITE DEVELOPMENT STANDARDS:

A. CC-C And CC-F Subdistrict Site Development Standards:

1. Building Height:

a. CC-C Subdistrict: New structures within the CC-C subdistrict shall be no more than sixty feet (60') in height for mixed use, office and commercial structures. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit. Under no circumstance shall any building be shorter than two (2) stories.

b. CC-F Subdistrict: New structures within the CC-F subdistrict shall be no more than forty five feet (45') in height for all new structures. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.

2. Setbacks:

a. CC-C Subdistrict: Buildings shall be constructed to the back of the sidewalk on all vehicular streets. Buildings on pedestrian or neighborhood streets may be set back from the sidewalk a maximum of twenty feet (20') when configured to provide usable public space such as a plaza, courtyard or outdoor dining area. A maximum setback of ten feet (10') shall be provided for parking structures to provide an area for vegetative screening on all street types.

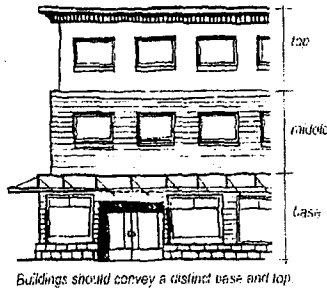
b. CC-F Subdistrict: Buildings shall be set back no more than twenty feet (20') from the back of the sidewalk, except at the intersection of two arterial streets. Unless otherwise approved by the Planning Commission in review of the preliminary site plan and preliminary development plan, all landscape and buffer requirements for parking areas within Section 13-13-9C shall apply.

3. Orientation To Street:

a. To reinforce pedestrian activity and enhance liveliness of the street, all buildings in the CC-C and CC-F subdistricts shall be oriented toward the adjacent interior streets and in no case oriented to a parking lot.

b. Entrances to buildings shall be visible from the street and accessible from the adjacent sidewalk or pedestrian path.

4. Massing: Buildings shall have a visually distinct base and top. A base can be emphasized by a different masonry pattern with more architectural detail, accented with storefront windows, storefront canopies, or a combination of both. The ground level of the building shall have the appearance of having more mass and bulk in order to be clearly delineated from the other levels of the building.



5. Fenestration:

a. ~~Seventy five percent (75%) of the front facade on the ground floor for buildings in the CC-C subdistrict, and fifty percent (50%) of the front facade on the ground floor for buildings in the CC-F subdistrict shall be transparent. Fenestration shall consist of true window and door openings allowing views into and out of the interior of the building, beginning at a point not more than three feet (3') above the level of the sidewalk, and no less than eight feet (8') above the sidewalk. False windows are not permitted in the city center zone. Minimum First Floor Glass in the CC-C subdistrict: The first floor façade of buildings facing a street shall be at least sixty percent (60%) glass surfaces.~~

b. ~~Minimum First Floor Glass in the CC-F subdistrict: The first floor façade of buildings facing a street shall be at least fifty percent (50%) glass surfaces.~~

c. ~~The first floor façade of any building that has a residential land use shall have no less than thirty percent (30%) glass surfaces.~~

bd. ~~For each floor the length of facade, level fenestration~~ Fenestration shall be broken up by no more than a ten foot (10') length of a building wall.

e. ~~The zoning administrator may approve a modification to fenestration requirements if the following is determined:~~

(1) ~~The requirement would negatively impact the character of the building;~~

(2) ~~The requirement would negatively impact the structural stability of the building; or~~

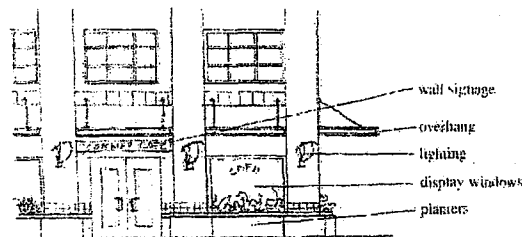
(3) ~~Architectural details or certain design characteristics meet the intent of this section.~~

6. Lot Width And Area: No minimum lot widths or areas are required for this district.

7. Ground Level Details: To reinforce the character of the streetscape, all ground floor facades visible from a public or private street shall incorporate architectural details. The following is a noninclusive list of architectural features that may be included in ground floor design:

- a. Lighting supported by ornamental brackets;
- b. Medallions;
- c. Belt courses;
- d. Plinths for columns;

- e. Kick plate for storefront windows;
- f. Projecting sills;
- g. Tile work;
- h. Planter boxes;
- i. Cornices;
- j. Pediment entries;
- k. Columns or pillars;
- l. Overhangs;
- m. Window moldings;
- n. Recessed fenestration.



8. Entrances:

a. Entrances shall be given a visually distinct architectural expression by two (2) or more of the following elements:

- (1) High bays;
- (2) Canopy (extending from the building at least 4 feet);
- (3) Portico (extending from the building at least 4 feet);
- (4) Recessed entry (recessed at least 2 feet);
- (5) Protruding facade (protruding at least 2 feet);

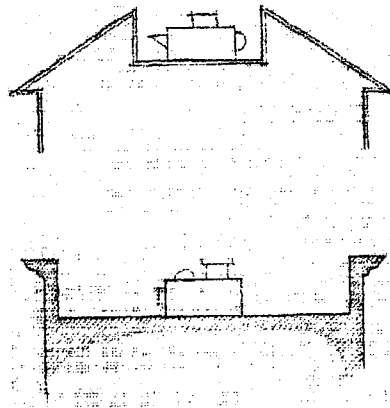
b. Porches, roof overhangs, hooded front doors, or other architectural facade elements shall define the front entrance of all structures.

9. Rooftop Screening:

a. Mechanical and communications equipment shall be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building.

b. Cell phone transmission equipment shall blend in with the design of a roof, rather than merely attached to the roof deck.

c. Painting equipment, erecting fences and using mansard type roofs are not acceptable methods of screening.



Mechanical equipment shall be screened by parapet walls or other roof forms.

B. CC-R Subdistrict Site Development Standards:

1. Building Height: New structures within the CC-R subdistrict shall be no more than forty five feet (45') in height. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.
2. Setbacks:
 - a. Front/corner yard setback: Except for attached single-family dwellings, all buildings may be set back a maximum of twenty feet (20') when adjacent to a pedestrian or neighborhood street. Attached single-family residential dwellings shall be set back a minimum of five feet (5') and a maximum of twenty feet (20').
 - b. Interior yard setback: No requirement for nonresidential, mixed use structures. Attached single-family residential dwellings shall have a minimum interior side yard setback of six feet (6').
 - c. Rear yard setback: No requirement for nonresidential, mixed use structures. Attached single-family residential dwellings shall have a minimum rear yard setback of fifteen feet (15'), except in instances where the garage is attached to the single-family dwelling and accessed from an alley, and then there is no required rear yard setback.
3. Lot Width And Area: No minimum lot width or areas are required for this subdistrict.
4. Residential Architectural Design:
 - a. All visible building facades shall follow a clear set of architectural requirements and styles as listed throughout this section. Visible building facades void of architectural elements, windows and articulation are not allowed in this subdistrict. The maximum distance between facade fenestration on any side of a residential structure shall be no more than ten feet (10'), except in instances where a garage is attached to the rear of a single-family dwelling, and then there is no rear entry garage fenestration requirement.
 - b. The visual prominences of garages which face public or private right of ways on pedestrian or neighborhood streets shall not be permitted.
 - c. The architectural features, materials and articulation shall be continuous along all sides of each new residential building. The following is a list of noninclusive architectural features:

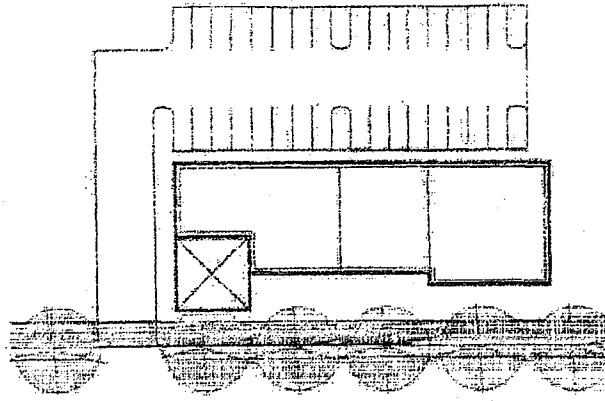
- (1) Cornices;

- (2) Columns or pillars;
- (3) Dormers;
- (4) French doors;
- (5) Front and wrap around porches not less than six feet (6') in width and eight feet (8') in length integrated with a decorative railing;
- (6) Gabled, gambrel or hipped roofs with a pitch of not less than six to twelve (6:12);
- (7) Large entry porches (porticos) (at least 6 feet by 8 feet in size);
- (8) Muntin or transom windows;
- (9) Overhangs which exceed eighteen inches (18");
- (10) Pediment entry. (2001 Code § 89-3-1008; amd. 2009 Code; Ord. 14-____, 05-28-2014)

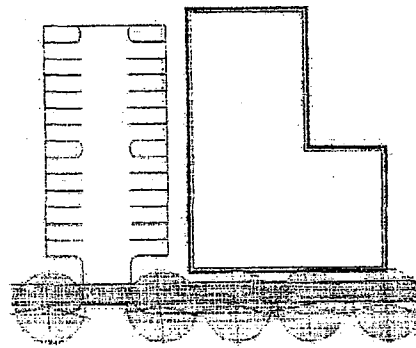
13-5I-9: STANDARDS FOR PARKING AND LOADING AREAS:

A. Parking Standards In CC-C And CC-F Subdistricts:

1. Parking shall be located either to the side or to the rear of a building. ~~Parking lots and parking garages shall not be located on corner lots at intersections. A parking lot or garage may not be adjacent to a street intersection; a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street.~~
2. Insofar as possible, all parking aisles should be double loaded (parking on both sides) in order to minimize the amount of pavement needed for pavement areas for vehicle circulation and maneuvering.
3. Convenient, marked pedestrian walkways shall be provided within the interior of a parking lot.
4. Lighting fixtures shall be installed within required vehicular parking lots. Parking lot lighting shall be installed in medians, landscaped islands or within landscape buffers, wherein stand alone bases and light fixtures within the parking lot itself will not be permitted. The maximum height for parking lot lighting fixtures shall be twenty four feet (24') and spaced no farther than one hundred fifty feet (150') apart.
5. All parking lot lighting shall be shielded from producing off site glare, either through exterior shields or through optical design inside the fixture, so that the direction of the lights is downward.



Parking behind the building



Parking beside the building

B. Standards For Parking Structures:

1. Structured parking shall be designed to avoid undifferentiated places. The scale of parking structures shall be modulated by interruptions of the facades, setbacks and lowering the first level below the existing grade (where the water table allows) to reduce total height.
2. Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities. Such landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, ground covers, deciduous native and ornamental shrubs, and vines to help screen the structures.
3. For security, pedestrian routes shall be visible. Enclosed areas where people can hide shall be avoided and emergency call boxes shall be available at accessible and convenient areas throughout pedestrian routes.
4. Freestanding parking structures shall comply with the guidelines addressed under section 13-6G-9 of this title.

C. Parking Lot Landscape Standards: Planting areas with trees shall be used to break up large parking areas. The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and adjacent right of way. Parking lot tree planting requirements are as follows:

1. Where the parking lot is located to the side of the building, one tree for every eight (8) parking stalls is required.

2. Where the parking lot is located behind the building and is not visible from a private or public right of way, one tree for every twelve (12) spaces is required.

3. Beyond what is required for interior parking lot landscaping, all other requirements for parking lot landscaping shall follow the standards as described in section 13-13-9 of this title.

D. Parking Requirements:

1. Multi-family residential located within the TSOD shall provide one parking space per dwelling unit, plus one-half ($\frac{1}{2}$) parking space for each additional bedroom. A maximum of one and one-half ($1\frac{1}{2}$) parking spaces is permitted for each multi-family residential unit.

2. Multi-family residential located outside the one-fourth ($\frac{1}{4}$) mile radius of the TSOD shall provide one and one-half ($1\frac{1}{2}$) spaces per dwelling unit, plus one-half ($\frac{1}{2}$) parking space for each additional bedroom.

3. Retail, service and commercial uses located within the TSOD CC-F Subdistrict shall provide a maximum of ~~three (3)~~ four and one-half ($4\frac{1}{2}$) parking spaces per one thousand (1,000) square feet of gross floor area.

4. Retail, service and commercial uses located outside of the TSOD CC-C Subdistrict shall provide a maximum of three and one-half ($3\frac{1}{2}$) three-quarter ($3\frac{3}{4}$) parking spaces per one thousand (1,000) square feet of gross floor area.

5. Restaurants located within the TSOD shall provide a maximum of six (6) parking spaces per one thousand (1,000) square feet of gross floor area. Outdoor dining areas need not be included in gross floor area calculations.

6. Restaurants located outside of the TSOD shall provide a maximum of eight (8) parking spaces per one thousand (1,000) square feet of gross floor area. Outdoor dining areas need not be included in gross floor area calculations.

7. Auditoriums, conference centers and movie theaters within the city center zone shall provide a maximum of eight (8) parking spaces per one thousand (1,000) square feet of gross floor area.

8. Other uses not listed in the parking requirements of this section shall be determined by the zoning administrator based on the most similar use listed herein or on standards as specified in the required parking chart established in subsection 13-12-3B of this title. A use not listed in this section, but established within subsection 13-12-3B of this title shall have its parking reduced no less than twenty five percent (25%).

9. On street parking shall be used to establish the number of required parking spaces within the city center zone. A structure and use that have linear frontage along a right of way which has on street parking, shall calculate each on street parking stall within the uses overall parking calculations.

10. The maximum allowance for parking stalls referenced in this section may be increased by no more than thirty five percent (35%) where parking stalls are provided within a parking structure.

E. Loading Areas: Loading areas for delivery shall be designed to provide sufficient area for the maneuverability of delivery and freight vehicles. In no instance shall a building's loading bay doors face a public or private right of way unless the property fronts two (2) rights of way. If a loading area faces a right of way on a double fronting lot, it will then be necessary to completely screen the bay doors from public view through proper landscaping or berming.

- F. General Parking Requirements: Except as indicated in this section, all developments located within the CC-C and CC-F subdistricts shall meet the parking requirements as listed in section 13-6G-9 of this title.
- G. Standards For Parking Facilities In CC-R Subdistrict: Because the entire CC-R subdistrict is located within the radius of the city center transit station overlay district, the general parking requirements for all development within this area shall refer to the parking requirements as listed in section 13-6G-9 of this title.
- H. Parking Lot Lighting Standards: All new developments within the city center zone shall meet the lighting standard requirements as listed in section 13-6G-16 of this title.
- I. Shared Parking:
1. Distance From Uses: The closer shared spaces are to the land uses they serve, the more likely the shared parking arrangement will be a success. Shared spaces for residential units shall be located no farther than three hundred feet (300') from the dwelling unit entrances they serve, while spaces for nonresidential uses shall be no farther than five hundred feet (500') from the main building entrances they serve.
 2. Reduction Of Required Parking: The following schedule indicates how shared parking for certain general uses can be used to reduce the total amount of parking required:

SCHEDULE OF SHARED PARKING

General Land Use Classifications	Weekdays			Weekends		
	Midnight-7:00 A.M.	7:00 A.M.-6:00 P.M.	6:00 P.M.-Midnight	Midnight-7:00 A.M.	7:00 A.M.-6:00 P.M.	6:00 P.M.-Midnight
Conference hall	10%	100%	100%	10%	100%	100%
General office, medical office, bank	5%	100%	5%	5%	10%	5%
Hotel	100%	70%	100%	100%	70%	100%
Residential	100%	60%	100%	100%	60%	100%
Restaurant, pub	20%	40%	100%	70%	50%	100%
Retail, service	10%	100%	80%	10%	100%	70%
Theater, entertainment	5%	40%	100%	10%	50%	100%

3. Determining Total Requirements For Shared Parking Facilities: For each applicable general land use category, calculate the number of spaces required for each use, assuming it is the only use (refer to the schedule of minimum off street parking requirements in section 13-12-3 of this title). Use that figure for each land use to calculate the number of spaces required for each time period for each use (6 time periods per use). For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for

each of the six (6) time periods. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

- J. Bicycle Parking Requirements: All new developments within the city center zone shall meet the bicycle parking and bicycle lane requirements as listed in section 13-6G-10 of this title.
- K. Exception Of Parking For Specific Uses: Retail, eating and drinking establishments located within five hundred feet (500') of a light rail station and having a floor area of five hundred (500) square feet or less shall not be required to provide parking. (2001 Code § 89-3-1009; amd. 2009 Code; Ord. 14-____, 05-28-2014)

13-5I-13: DEVELOPMENT PLAN, LAND USE ELEMENT AND ARCHITECTURAL REVIEW:

- A. Development Plan: A development plan is to be prepared for each proposed development (or phase) within the three (3) city center subdistricts. The development plan shall provide pertinent information relative to public improvements, development standards and compliance therein, design criteria, and public incentives. The development plan shall consist of the following:
 - 1. Uses And Infrastructure: Existing land uses, property ownership, development character and the relative character of existing and proposed uses and infrastructure. Potential impacts to existing infrastructure shall be included in the analysis.
 - 2. Master Plan: A master plan shall be provided for each of the three (3) subdistricts. The master plan shall be graphically illustrated indicating the proposed areas of development, phasing lines (if any) and the expected times of development. The master plan shall meet the intent of this section, the overall intent of the transit station overlay district in chapter 6, article G of this title, the adopted West Jordan "Parks, Recreation, Trails And Open Space Handbook", the West Jordan downtown revitalization design guidelines and the West Jordan downtown revitalization land use element as prepared by LMN Architects. The master plan shall be updated as is necessary based on proposed changes within each development area. The zoning administrator shall determine when these master plan updates are necessary.
 - 3. Market Analysis: An For sites larger than two acres, an independent real estate market analysis of the proposed development shall be prepared, which takes into consideration the potential demand for the proposed residential and nonresidential uses within the proposed development area.
 - 4. Submittal Requirements: The applicant shall follow the submittal requirements as outlined in subsections 13-5J-10B through E of this chapter, including, but not limited to, the development's project boundary, building placement, right of way layout, parking areas, pedestrian and bicycle paths, open space and general gathering areas, building elevations of all proposed structures, and statements as to how all building and development guidelines of the West Jordan downtown revitalization design guidelines are being met.
 - 5. Development Plan Review: The steps outlined in section 15-3-8 of this code shall be followed in connection with an application for approval of a development plan, along with the required fees and other specific processes required by this code to complete a specific project.
- B. Land Use Element And Design Guidelines:
 - 1. Because several essential compliance elements come into play with regard to development within the city center zone, it can be difficult at times to determine which part of each section of the zoning code or adopted design guideline may be applicable. The intent of this section is to establish requirements for a "downtown" zoning district which complies not

only with the standards and requirements of the transit station overlay district, chapter 6, article G of this title, but also the adopted West Jordan "Parks, Recreation, Trails And Open Space Handbook", the West Jordan downtown revitalization design guidelines and West Jordan downtown revitalization land use element as prepared by LMN Architects.

2. These five (5) zoning elements shall work together as a single entity; wherein this title shall be used as a legal guide to determine standards and requirements; while the West Jordan downtown revitalization design guidelines, the West Jordan downtown revitalization land use element, and the West Jordan "Parks, Recreation, Trails And Open Space Handbook" shall be used for reference purposes to determine what can and cannot be accomplished within the city center zone. Where there is a discrepancy in interpretation of this article and the design and land use elements, the more restrictive language shall apply.

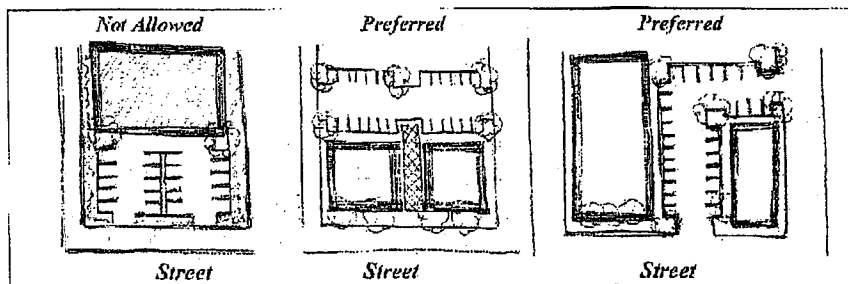
- C. Architectural Review: All proposed development within the city center zone shall be reviewed by the design review committee. This committee shall have the right to evaluate the physical layout, architectural characteristics and amenities and may require changes or modifications in design to create compatibility and conformity in the variety of uses and structures within the development to ensure, protect and promote the health, safety and general welfare of the citizens of the city. ~~A design review committee shall be comprised of one member from planning staff, one member from the planning commission, at least two (2) members from the downtown revitalization committee and one citizen from the city who is familiar with the fields of architecture and general land use planning.~~ (2001 Code § 89-3-1014; amd. 2009 Code; Ord. 10-09, 2-24-2010; Ord. 13-17, 4-24-2013; Ord. 14-____, 05-28-2014)

3-6G-9: PARKING REQUIREMENTS:

In order to encourage the use of public transit systems within transit oriented developments the minimum number of parking spaces in the TSOD is intentionally reduced. The use of shared parking areas and multilevel parking structures is also strongly encouraged within station community districts. Surface parking shall be minimized and located behind and/or to the side of main building structures except when such surface parking as described in the development plan is permitted within a given streetscape (on street parking), or when the site is at the intersection of two arterial streets. The parking requirements and restrictions set forth in this article shall supersede the requirements and regulations set forth in chapter 12 of this title.

- A. General Parking Requirements: The following requirements and restrictions shall apply to all uses allowed in each station community:
1. Multi-family uses must provide one parking space for every dwelling unit, plus one-half ($1\frac{1}{2}$) parking space for each additional bedroom. A maximum of one and one-half ($1\frac{1}{2}$) parking spaces is permitted for each multi-family unit. Guest parking shall be provided at one stall for every four (4) dwelling units.
 2. A maximum of three (3) parking spaces per one thousand (1,000) square feet of office and a maximum of three and three-quarters ($3\frac{3}{4}$) per one thousand (1,000) square feet of retail space is permitted. Properties within the CC-F Subdistrict shall meet Section 13.5I.9.b.3 of the City Code.
 3. Unless otherwise approved in the final development plan, other permitted and conditional uses not included in subsection A1 or A2 of this section shall provide up to fifty percent (50%) reduction of the parking requirement for such uses set forth in chapter 12 of this title.
 4. On street parking is permitted and encouraged and shall be included in the total development required parking calculations for a use or structure which fronts and is adjacent to the on street parking stall.

5. Ingress and egress for parking lots shall, where reasonably practical, be from side streets for commercial uses and from alleys for residential uses.



6. ~~A parking lot or garage may not be adjacent to or opposite a street intersection to a street intersection; a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street. No portion of a parking lot may front an arterial street without specific city council approval.~~
7. Access for service vehicles and deliveries will be required to provide a direct route to loading bays and service areas; minimizing movement through parking areas.
8. The reduction of impervious surfaces is highly encouraged through the use of interlocking pavers, particularly for areas with high pedestrian traffic, intersections and crosswalks.
- B. Reduction Of Parking Spaces: A developer may request a reduction in the number of parking spaces by city approval, using the factors listed in subsection 13-12-4B of this title. Requests for a reduction in parking spaces shall be recommended by the zoning administrator and approved by the planning commission.
- C. Specific Parking Requirements: Except single-family residential, parking provided for all new development shall comply with the following standards:
1. ~~All parking lots~~ A parking lot, garage, or vehicular maneuvering area shall be located behind or on the side of buildings a building. Parking and maneuvering areas shall not be located between the primary entrance to a building and the abutting street, unless it's A parking lot, garage, or a vehicular maneuvering area may be located in front of a building only when it is found that a lot is adjacent to an intersection of two arterial streets, or both a vehicle/arterial street and a pedestrian or neighborhood street, or the purpose of the vehicular maneuvering area is to provide a direct life safety function. If parking is located on to the side, screening and buffering shall be provided in accordance with this title or front of the building, all landscape and buffer requirements for parking areas within Section 13-13-9C shall apply.
 2. Two (2) or more land uses with different hours of operation or varying parking demands (example: office and restaurant) shall qualify for shared parking if within six hundred feet (600') of each other. Parking shall be accessible to all uses sharing the said parking.
 - a. Documentation for a shared parking request shall be provided with the building permit application.
 - b. A document indicating a right to use the parking if not on the same parcel where the parking is located shall be submitted.

c. A licensed traffic engineer or a certified transportation planner shall prepare a study, demonstrating modal split for project employers and/or visitors and parking demand for each anticipated use and/or business within the project.

d. The estimate of parking demand shall include average daily and peak period demand.

3. For mixed use development, a shared parking approach shall be implemented unless infeasible. The applicant shall demonstrate to the zoning administrator why shared parking is not feasible and that the total amount of parking to be provided will not comprise more than one hundred ten percent (110%) of the average daily peak demand.

4. Tandem parking spaces for all single-family residential attached, residential duplex, and residential townhouse units shall be permitted. Tandem parking may be used with multi-family developments when the use of tandem parking spaces can be assigned to individual units and can be under the control of single households.

5. Parking structures are encouraged to maximize usable land and to reduce the need for surface parking lots. Structures should provide for shared parking where possible and needed for the given land uses. Parking structures should be located away from the immediate streetscape where possible; provided, however, that parking structures shall be permitted adjacent to streetscapes where the design of such structures reflects the overall design of the project of which they are a part and/or landscaping is placed between the parking structure and the streetscape. Options for placement include center of block, aboveground, belowground, and alley access sites.

6. Parking structures shall include pedestrian walkways and connections to continuous pedestrian paths/sidewalks.

7. Parking structures shall be architecturally integrated or designed with the same theme as the entire station community development or adjacent main buildings.

8. Parking structures with blank facades and solid walls at grade are not permitted except as approved pursuant to an approved development plan or where buffered by not less than five feet (5') of landscaping. Remote signage may be used to break up blank facades and solid walls and to add visual interest to the exterior of the parking structure.

9. Storage parking of recreational vehicles shall not be permitted in the TSOD except where facilities for such storage are specifically approved pursuant to a development plan. (2001 Code § 89-4-809; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 13-07, 3-13-2013; Ord. 14-____, 05-28-2014)

13-6G-11: ARCHITECTURAL, BUILDING AND SITE DESIGN STANDARDS:

A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

- A. Height: New structures within the TSOD shall be no more than forty five feet (45') high for single-family residential, and seventy five feet (75') for mixed use structures, except for new structures in the residential station communities and the city center station community. Those communities shall meet the criteria for height as stated in the underlying zoning districts. The height requirements for commercial, office and industrial structures shall be dictated by the underlying zoning districts. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.

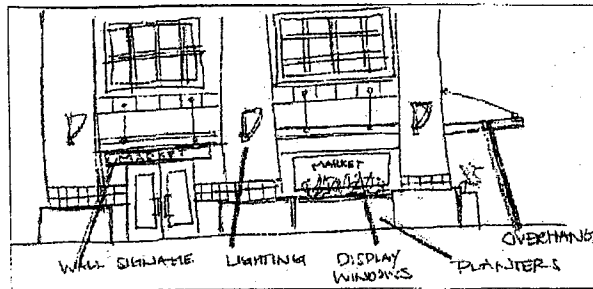
B. Building Facades And Entryways:

1. All buildings in a TSOD must provide a main entrance on the facade of a building nearest to and facing a street that connects to the communities' transit station.
2. Building facades should avoid a uniform building style.
3. Architectural style, colors and materials shall be compatible throughout the station community.
4. The style and materials shall complement the surrounding environment and not detract from any visual corridor views.
5. The architectural features, materials and articulation shall be continuous along all sides visible from any street or pedestrian path. The following is a list of encouraged, but noninclusive, architectural features:
 - a. Cornices;
 - b. Pediment entry;
 - c. Columns or pillar;
 - d. Overhang;
 - e. Window molding;
 - f. Recessed fenestration;
 - g. Portico;
 - h. Overhang;
 - i. Porte-cochere.
6. The front facade of all principal buildings shall face onto the street and not be oriented toward a parking lot or parking structure; unless it is found that a building fronts both a vehicular/arterial street and a pedestrian or neighborhood street.
7. Porches, roof overhangs, hooded front doors, and other architectural facade elements shall define the front entrance to all principal structures.



8. For commercial, retail and office buildings, a minimum of fifty percent (50%) of the front facade on the ground floor shall be transparent, consisting of a transparent window or door opening allowing views into and out of the interior of the building.

9. Planters and window boxes for flowers and climbing vines are encouraged as building facade enhancement features.



10. Rooflines with visible ornamental features are encouraged. Features may include cornices and parapets. They should demonstrate recognition of the climate by utilizing appropriate pitch, drainage and materials in order to provide visual coherence to each project.

11. Buildings should have a visually distinct base that creates a welcoming environment for pedestrians. The lowest level of the building should have more mass and bulk in order to be delineated and scaled.

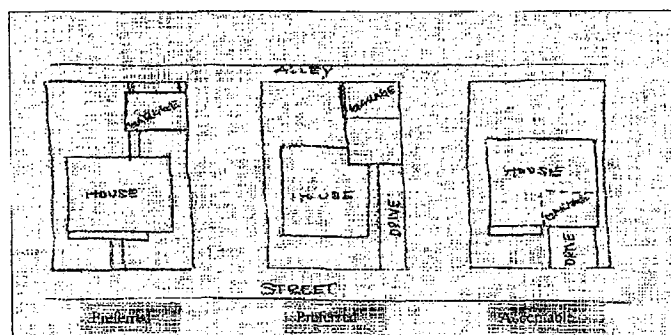
12. The following standards shall govern fenestration:

a. ~~All nonresidential, street fronting and sidewalk level development shall provide fenestration at a minimum of seventy five percent (75%) of the length of the frontage of the building on street fronting sides, beginning at a point not more than three feet (3') above the sidewalk, for a height no less than eight feet (8') above the sidewalk. Minimum First Floor Glass: The first floor front facade of buildings facing a street or a pedestrian way shall be at least sixty percent (60%) glass surfaces. Structures within the CC Zoning Subdistricts shall meet section 13.51.8.A.5.b of the City Code.~~

b. ~~Fenestration for nonresidential uses shall allow views into the interior. Display windows shall not have permanently painted, treated or reflective glass.~~

c. The length of sidewalk level building facade which has no fenestration shall not exceed ten feet (10') in length.

13. For all single- and two-family dwellings, the physical and visual presence of garages shall be minimized. No overly prominent garages may become de facto home entryways. Garages attached to a single- or two-family dwelling shall be recessed behind the main facade of the residential dwelling. The garage shall not account for more than forty percent (40%) of the dwelling's facade.



Examples of single-family dwelling garage placements where garage and/or driveway presence is minimized to help create a pedestrian friendly environment. (2001 Code § 89-4-811; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 14-____, 05-28-2014)

13-6G-12: STREET ORIENTED BUILDING PLACEMENT:

Except for single-family and two-family residences, all buildings shall face a public or private right of way and shall be set back as near the sidewalk edge with as minimal a setback as possible unless differently approved pursuant to a development plan. The setback of a building may be increased to a maximum of twenty feet (20') from a public or private right of way, if a courtyard, plaza, promenade, social event area or outdoor dining area is incorporated into the development's design. Parking lots, garages and drive lanes shall not be allowed between the right of way line of a public or private road (exclusive of alleys) and any building. This shall not include parking structures that are architecturally compatible with a master planned development. Lots at the intersection of two arterial streets are exempt from this criterion. (2001 Code § 89-4-812; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 14-____, 05-28-2014)

13-6G-17: DEVELOPMENT PLAN:

- A. Development Plan Review: The steps outlined in section 15-3-8 of this code shall be followed in connection with an application for approval of a development plan, along with the required fees and other specific processes required by this code to complete a specific project.
- B. Development Plan Requirements: A development plan shall be prepared for each designated TSOD. The plan may modify the boundaries of the overlay district and provide for the physical design of the TSOD relative to public improvements, development standards, design criteria and public incentives. The development plan shall follow the submittal requirements found in subsections 13-5J-10B through E of this title and include the following:
 - 1. Existing land uses, property ownership, development character and the relative character of existing uses within one-half ($1/2$) mile of the proposed transit station location.
 - 2. An For site larger than two acres, an independent real estate market analysis of the proposed development, which takes into consideration the potential demand for the proposed nonresidential uses within the TSOD.
 - 3. Analysis of potential impacts to existing infrastructure, including a traffic study.
 - 4. Development specifics such as the station community and project boundaries, building placement, parking, pedestrian and bicycle paths, plazas, social gathering centers, building elevations, lighting and signage.
 - 5. An implementation and phasing timetable. (2001 Code § 89-4-818; amd. 2009 Code; Ord. 10-09, 2-24-2010; Ord. 14-____, 05-28-2014)